

RAILWAY AGE

JANUARY 14, 1950

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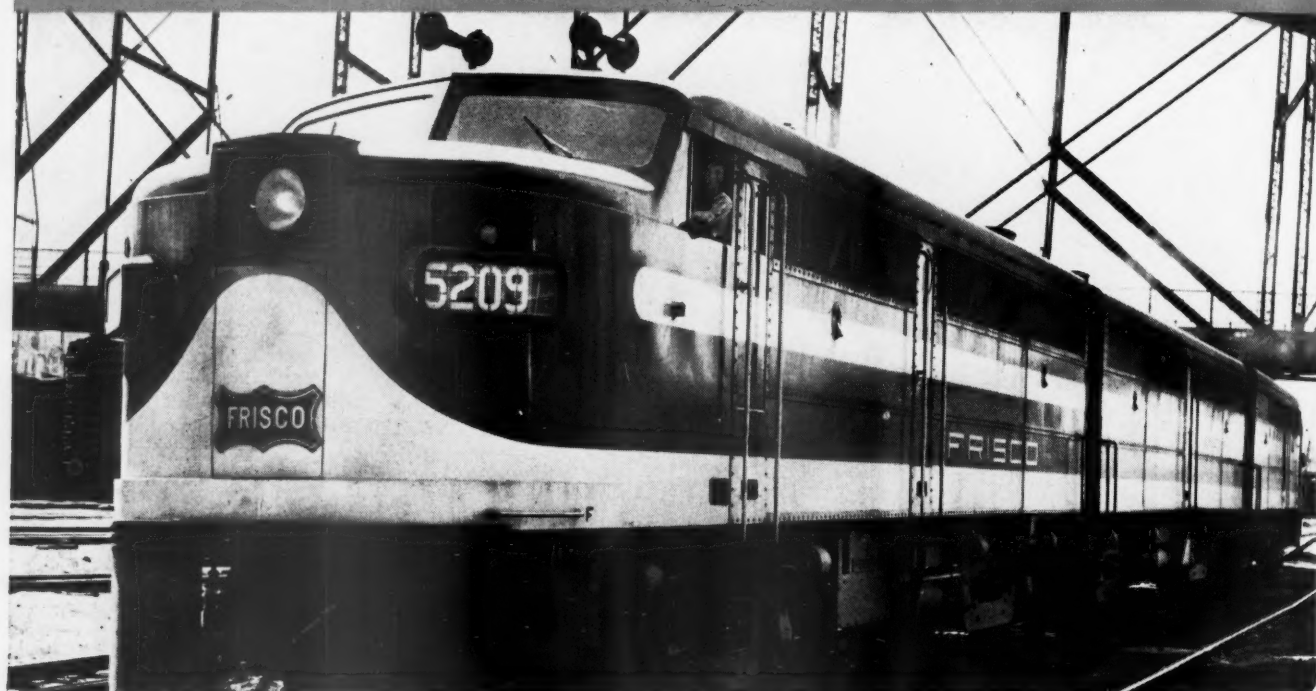
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WEEK AT A GLANCE

MORE EQUIPMENT IN 1950: Purchases of railroad equipment in 1950 will run well over half a billion dollars, the Commerce Department predicts. Details of the forecast, which indicates that buying of locomotives, freight cars and passenger cars will all exceed 1949 levels, are given in the Equipment and Supplies News. The year got off, at any rate, to a flying start. Just this week, the same news columns report, orders were placed for 5 locomotives and 950 freight cars and inquiries issued for another 1,200. There's foreign business on the horizon, too, for any interested manufacturers (Overseas News).

CONSTRUCTION PROJECTS: If the first 10 days are symptomatic, our Construction column indicates that 1950 will be an equally big year in fixed-facility improvement. The B. & O. announced plans for a \$5-million import ore pier at Baltimore; the Burlington awarded contracts totaling \$4 2/3 million for work on its Chicago-Kansas City cut-off; the Southern began a \$3-million rebuilding and modernization project at John Sevier yard in Knoxville; and the Northern Pacific will spend some \$630,000 on line changes.

IMPORTANCE OF ROLLING STOCK: Fuller utilization of equipment will go hand in hand with lower operating costs, lower capital expenditures, greater safety and better service. So A. E. Perlman, general manager of the D.&R.G.W., told the A.S.M.E. in a paper abstracted on page 28. Mechanical engineers, Mr. Perlman pointed out, must establish current cost and performance controls, and make more use of expanding scientific knowledge.

ACTIONS LOUDER THAN WORDS: As usual, of course, the equipment and other facilities mentioned in foregoing items will be financed out of the railroads' own revenues—after the tax collector has taken his gargantuan bite. But, judging from our News report of President Truman's budget message to Congress, the railroads' truck, plane and barge competitors can continue to sit back and let the government do for them, at public expense, what the railroads do for themselves. The President, to be sure, voiced some pious platitudes about stopping—sometime—the spending of tax funds for promotion of highway, water and air transportation. But he actually asked for more money, instead of less, for those purposes. With an unbalanced budget, increased demands for lower taxes, and a deteriorating world situation that makes defense expenditures of paramount importance, it would be hard to find a better time to start *practicing*—instead of merely preaching—economy. And there's no better place to begin than to stop the senseless waste of money involved in building up more transportation than the country needs.

ALSO IN THE NEWS: Verbal recognition by the President's Council of Economic Advisers of the railroads' need of new capital; advocacy by the same group—and the President

himself—of expenditures which would make that capital harder to get; a summary of operating results for 11 months of 1949; a survey of reductions in coal-burning passenger service; a summary of 1949 car loadings; and the report of the National Mediation Board, which cites two major railroad labor problems.

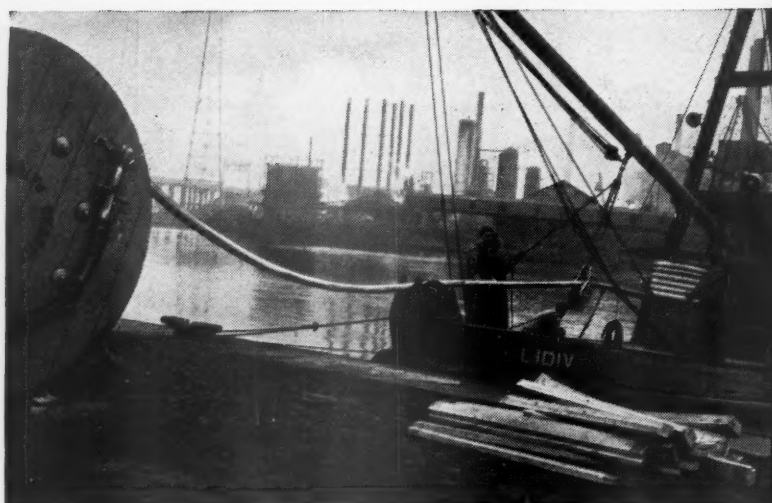
WORTH READING: The status of Great Britain's railway electrification program, by John Rigg, page 20; a description of the Burlington's converted electric snow plow, page 26; and excerpts from an address by Wabash President Arthur K. Atkinson, page 33; also our editorial comment (page 13) on the railroads' "new capital" problem—especially timely in view of the mention of that subject in the economic council report.

CHANGING WITH THE TIMES: Twice within a generation railway supply companies have demonstrated outstanding ability to convert their engineering organizations and their production facilities to manufacture of articles totally foreign to their normal peacetime output. That ability is now helping them to meet changing trends in transportation by diversification and expansion into new fields. What several typical supply companies—Franklin, New York Air Brake and Symington-Gould—are doing in that direction is outlined in an illustrated article beginning on page 31.

INVITATION: In a letter on page 25, F. S. Schwinn, president of the American Railway Engineering Association, extends to all railway and railway supply men an invitation to meet with his organization in Chicago, March 14-16, when it will hold the first annual convention of its second half-century of service to the railroad industry. *Railway Age*, in succeeding issues, will present its usual complete coverage of the meeting, including an advance program and a full account of the final proceedings.

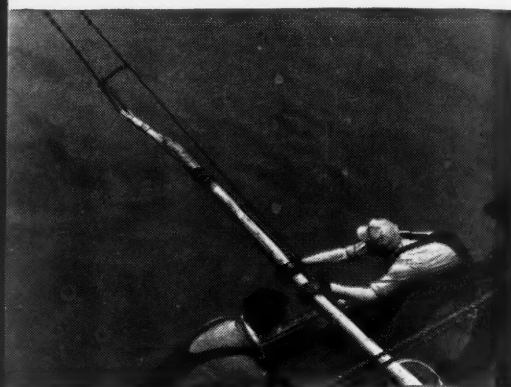
TERMINAL IMPROVEMENTS PAY: The value of up-to-the-minute terminal and shop facilities is beyond question—to a comparatively small railroad no less than to bigger ones. Any doubt as to the truth of that statement can be quickly resolved by reading the illustrated article starting on page 22, which tells how the Atlanta & St. Andrews Bay is realizing a return of more than 10 per cent a year on an investment of about \$500,000 in a new yard and new repair shops at Panama City, Fla.

EXPEDITING FREIGHT BY RADIO: Some typical examples of the benefits of railroad radio communication in helping to save train time and man-hours are included in the article on page 16. The instances cited—an accumulation of small savings that add up to some important big ones—occurred on three radio-equipped operating districts of the Santa Fe.



←Transferring Okonite submarine signal cable from shipping reels to reel on cable boat.

Free end of first length of cable being hauled ashore. Hauling line ran from cable boat through snatch block on shore and back to boat's power capstan.



OKONITE SUBMARINE CABLE goes to work for THE ERIE



The main line of the Erie Railroad spans the Hackensack River over a 1,000-foot bridge near Jersey City, N. J. At each approach, four tracks converge into two, necessitating extensive layouts of power-operated switches and crossovers on either side, controlled by an electric interlocking in a tower directly west of the bridge.

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Each cable in this installation is over 1,300 feet long, and contains 52 No. 12 Awg Okoloy-coated conductors insulated with stable, moisture-resistant Okolite protected with an Okoprene sheath. The assembled conductors are enclosed in a lead sheath with an outer protection of saturated jute and heavy galvanized steel armor wire.

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A Badly Needed New Device —A Low-Earnings Alarm

Suppose wages on the railroads were so low that they would not provide employees with even a bare subsistence—then the industry would be unable to recruit new employees, and only those with other income besides their wages, or who could find no work elsewhere, would stay on the payroll. The railroads would then have to cancel trains for the lack of crews to run them, or because there would not be enough equipment in safe condition to move the traffic. Such shabby and dangerous treatment of labor could not occur without giving immediate rise to a loud outcry — not only from the ill-used employees but from patrons deprived of dependable service.

No such alarm system is provided to sound a warning when the "wages" of capital sink to such a starvation level — yet "wages" high enough to attract a large supply and a constant inflow of capital are just as necessary to uninterrupted railroad operation as a large and continually renewed supply of labor. There is no danger that the railroads will ever languish from an inadequate supply of labor arising from unattractive wages, because an acute shortage of labor is such a painful and simple illness that it is quickly discovered and as quickly cured. But capital can be practically starved out of the business with relatively few Americans realizing, or caring very much, what is going on.

Railway capital and labor comprise a partnership in which one partner is just as necessary as the other.

Their main difference lies in the fact that the labor partner is wired for sound, while the capital partner is content to starve to death with scarcely a whimper that can be detected by inexpert ears. What the railroad industry needs as much as anything else is some ingenious inventor who will contrive to drill tell-tale holes in investors, or otherwise cause them to emit noisy and convincing evidence of their anguish, before their demise brings ruin to the industry, including that of the labor partner.

Railroads Worse Off than Industry

Various devices have been suggested for equipping investors with a low-nutrition-alarm system which would give a signal intelligible to the self-interest of the average railroad employee, citizen or railroad patron. No wholly satisfactory device for this purpose has yet been perfected—or, at any rate, none has yet been given sufficient chance to prove itself. In fact, spokesmen for capital invested in general business and industry — which is a long, long way from being as underfed as capital invested in the railroads — are making a lot more racket, and getting a lot more people worried, than are worried about the much more serious case of malnutrition which is afflicting the railroads.

Pick up almost any publication dealing with general business, and scan the pamphlet literature of

national business organizations. Everywhere the dominant theme is the *lack of venture capital* — the kind of investment that takes chances on new things, viz., common stock as opposed to bonds. For example, the January issue of the Monthly Economic Letter of the National City Bank (N. Y.) quotes Senator O'Mahoney as saying that "the private capitalistic system is being threatened by a lack of venture capital, and it cannot exist unless there is a steady flow of private capital into the economy in terms of ownership as well as in terms of debt." In the current issue of the Harvard Business Review an article analyzes this situation in detail, and concludes, unless more investment money can be attracted into common stocks, that government is likely to become the principal provider of "venture" funds.

Well, then, if American business in general — which earns three or four times as much percentage-wise for its investors as the railroads do — is in such bad shape because of its inability to sell equity securities, *what about the railroads which are unable to sell any securities at all*, except their highly specialized equipment certificates?

Railroad people everywhere ought to ask this question loudly and conspicuously of every speaker or writer who starts to bewail the political afflictions of business in general. While these afflictions are genuine and serious, they compare to those suffered by the railroads in about the same ratio as a cold in the head does to double pneumonia. Moreover, some of the very people who complain loudest about government policies inimical to general business are the most flagrant supporters of the peculiar political handicaps which afflict the railroads. (If a certain manufacturer of highway trailers who buys radio time to advance both the above-mentioned objectives suspects that we are referring to him, and others of his double-talking ilk, he is at liberty so to assume.)

Effective Examples

An effective alarm system to awaken the public to the danger inherent in the malnutrition of capital invested in the railroads — and the consequent serious shortage of such capital, in ratio to the need for it — does not have to start with elementary lessons. The campaign of general business is already taking care of that. All the railroads need to do is to interrupt the expounder of the plight of general business long enough to show the audience that the railroads' situation is much more serious than that which has got the speaker so agitated. If people have been convinced that the profit-and-tax situation of general business contributes a national danger, surely it will take no great eloquence to show them that the profit-and-tax situation of the railroads is an infinitely graver danger.

An effective example of this technique appears in an article by Robert R. Young in the January issue

of "Railway Progress," wherein he makes the startling observation that one automobile manufacturer in 1949 will make more net earnings on an investment of \$2 billion than all the Class I railroads will on their combined investment (after depreciation) of \$23 billion.

There are available scores of instances of malnutrition and mistreatment of railroad investors which are just as startling as the foregoing one, or even more so. Some of these have been called to this paper's attention by a veteran and highly regarded student of railroad investments. For example, one company in a period of two decades prior to 1924 sold stock, or bonds subsequently converted into stock, for almost \$152 million, which aggregate about 40 per cent of present outstanding stock. The market value of all this company's stock was recently about \$166 million, which means that 40 per cent of it is now worth only a little more than \$66 million — or a decline of 60 per cent. Almost any railroad could tell a similar story, some of them a much worse one. What other large industry, with its services still in far greater demand today than four decades ago, can complain of treatment so deliberately discouraging to equity investment and to the whole concept of private enterprise?

For a warning device to be effective it must provide: (1) a forceful impact on the listener's senses; (2) conviction that the indication is authentic and not a "phantom." Surely the first condition can be satisfied by contrasting the railroad situation with that of general industry, as may be readily done by the device Mr. Young has used or by that suggested by our investment-analyst friend. In the opinion of the same authority, the second condition could best be accomplished by having all statements, of which there should be many, as to the situation of railroad investments, *appear over the signature of specific railroad executives*. Our counselor believes the injection of personal responsibility would lend authenticity to such statements, and the conclusion seems a reasonable one.

HOT JOURNALS

As railroads begin another year they are confronted with the ever-perplexing question of what to do about hot boxes. In fact, the question has been demanding an answer more insistently in recent months than ever before, owing to the increasing cost of delayed shipments, damaged equipment and interrupted operation.

If there were any easy, all-inclusive and general answer to the problem of hot boxes it would have been discovered and put into effect years ago, for many thoroughly competent and conscientious railway men have earnestly sought a solution ever since

the earliest days of railroading. The difficulty seems to be in getting the right kind of mechanical bearing design and lubricating materials in the right place at the right time and coordinating personnel efforts to maintain this much-to-be-desired condition.

In other words, with plain journal bearings of practically perfect mechanical design and lubricating materials fully up to accepted specifications, it is entirely possible to have a hot box develop from man-failures in keeping packing clean, applying it properly, handling cars so as to avoid excessive shocks and waste grabs, and numerous other causes. "We believe," said a car department officer recently, "that hot boxes can be reduced through the use of better quality oil and waste, better journal-box-lid arrangement and better servicing in dispatching yards." This suggests that neither lubricating materials nor the men who apply them are fully measuring up to requirements.

But why not apply roller bearings to car journals and get away from all these lubrication difficulties? The modern roller bearing is indeed a remarkably effective and reliable device, but few if any railroad officers or even manufacturers' representatives will contend that there is no chance of error in the application, inspection and servicing of roller bearings, especially error from failure in the human element. This type of bearing has, nevertheless, rendered notable service and is generally favored for use on high-speed passenger equipment, both locomotives and cars, especially streamline trains.

There is more difference of opinion regarding the extent and probable speed of application of roller bearings in freight service. They have demonstrated excellent results on special-purpose freight cars, and some responsible car officers feel that hot-box difficulties in conjunction with increasing train speeds will, in due course, make the adoption of roller bearings on freight equipment essential from the point of view of safety and operating economy.

Other car men, equally experienced and competent, do not favor the application of roller bearings to freight cars in general, for economic among other reasons. Regardless of which way the argument goes, railroads must live with many thousands of plain journals on freight cars for a long time to come, and present intensive efforts by individual railroads and the Association of American Railroads to secure more reliable performance with this type of bearing must be continued.

Highway engineers have learned by experience the same thing which the engineering staffs of the railroads learned—that roads and bridges must be protected from overweight, and from the added impact due to excessive speed of heavy vehicles. Failure to protect them means damage, and even destruction. And that means added costs—costs to be borne by the taxpayers and the motorists who, in the long run, must pay the bills.—*The Railroad Hour*

A SUPER SUGGESTION SYSTEM?

In a year-end letter to employees, the president of the Illinois Central System, Wayne A. Johnston, reported that during the past ten years, under the road's Suggestion System, more than 50,000 of employees' ideas had been adopted and put into effect by the road's management, with reward to those contributing the ideas. President Johnston goes on to say what the presidents of a number of other roads with suggestion systems might well also say to their employees: "Your ideas have made ours a better railroad in many ways. They have improved operations in the shops and roundhouses, on the track and in train yards, and on line of road, as well as in the offices. Additionally, they have contributed tremendously to greater safety, improved housekeeping, and better working conditions." Then, looking to the year ahead, President Johnston set up the slogan, "Whatever the Job, Let's Do It Better in 1950."

Wonderful for the Illinois Central — and for the Boston & Maine, the Chesapeake & Ohio, and other roads which have suggestion systems — but if these suggestions have proved of such great value to the individual roads involved, is it not logical to suggest that some way might be devised to make these suggestions — or at least those of general application — open to the railway industry as a whole, with some system of adequate reward for the originators of those suggestions which are judged worthy of general dissemination? Would it be impracticable for a "super" suggestion system to be set up by the Association of American Railroads? If it is contended that roads which do not have suggestion systems, and thus would contribute nothing to the general pool of ideas, should not be made the recipients of the suggestions of those roads which have such systems, could not those roads with suggestion systems form a "super"-organization of their own?

Would the originators of meritorious ideas object to their ideas being pooled for the benefit of other roads? It is very unlikely; with the possibility of added reward, they would, no doubt, welcome such a scheme. Would any individual road refuse to share its ideas for economies, for safety, for better working conditions, or for improved service with others in the industry, when assured of participation in an enlarged pot of ideas from which they might draw themselves? The unrestricted cooperation among railroad men over the years, individually and in hundreds of organizations, is answer enough.

The railroads as a whole might well adopt the Illinois Central's slogan for the New Year—"Whatever the Job, Let's Do It Better in 1950" — and then find some way to capitalize upon the collective thinking of all employees in the industry — for the benefit of every road individually, and the industry as a whole.

In the cab of each Diesel-electric locomotive a radio telephone handset is located within easy reach of the engineman, who uses it the same as a phone in an office



RADIO Expedites Freight Trains On the Santa Fe

Incidents on a typical run prove the benefits of installation on three districts in California where 28 freight locomotives and 36 cabooses are equipped

The Atchison, Topeka & Santa Fe has installed radio train communication equipment on 28 locomotives and 36 cabooses used on through freight service on three freight operating districts which center at Barstow, Cal. The project also includes radio transmitting and receiving apparatus in three wayside offices. Barstow is 141 mi. east of Los Angeles on the 2,224-mi. through route to Chicago. West from Barstow, toward Los Angeles, a double-track district 81 mi. long extends over the mountains with heavy grades in both directions to San Bernardino, which is 60 mi. from Los Angeles. East from Barstow, toward Chicago, one double-track district extends 167 mi. to Needles, Cal. West from Barstow, toward San Francisco, one single-track district extends 141 mi. to Bakersfield, Cal.

The radio is in service on all of the cabooses assigned to through freight service on these three districts. The 28 Diesel-electric freight locomotives equipped with radio are in a pool at Barstow for operation on any of the three districts. These locomotives run through on other districts before returning to Barstow. Therefore, train communication on these other districts will be

available as soon as the cabooses in service on these districts are equipped with radio.

At the yardmaster's office in Barstow there is a fixed radio station for use by the yardmaster for communication with men in locomotives and cabooses, when in the yard or on the road, within certain ranges. A similar fixed station is in the office of the yardmaster at San Bernardino, and a third station is at Bakersfield on the line west to San Francisco. The range between the fixed station at Barstow and trains east of that point is good at all times and, under some conditions, up to 40 mi. On the district toward San Bernardino, the range out of Barstow is limited by terrain to about 20 mi. On the line to the west of Barstow, to Bakersfield, the range is solid up to 20 mi., and under favorable conditions on clear nights, communication is clear all the way to Mojave, 72 mi. Communication between the locomotive and caboose of a train is good at all times and at all locations on the three districts. Communication between trains is good up to 20 mi. or more, depending on local terrain.

All of the radio equipment on all the cabooses and



The yardmaster at Barstow uses his radio regularly to talk with enginemen and conductors while in the yard or on the road within range of the Barstow station

locomotives, as well as at the three fixed stations, is tuned to operate on 160.65 m.c. Within range, all calls are reproduced in the loud-speakers of locomotives, cabooses and fixed stations. The man answering a call operates the push-to-talk button on his handset when he speaks into his transmitter. Thus, the operation is similar to that on a rural telephone party line.

Benefits of the Radio

The benefits of this radio communication, particularly in train time and man-hours saved, are numerous and specific, but they are so varied that they must be considered in detail in order to visualize the overall time saved. As an example, minor but important, the radio saves the nerves and shoeleather of train crews and yardmasters and thereby results in the saving of a few minutes here and there in getting trains over the road—with benefit to shippers and consignees. It is the accumulation of small savings that is important—how important the following account will indicate.

On October 5, 1949, an extra freight train with 92 cars was called for departure from Barstow for San Bernardino at 2 p.m. The radio was used for several conversations between the yardmaster's office and the engine, as well as the caboose, to settle last-minute details that otherwise would have caused loss of time. When pumping up the air and checking the train line, the engineman and conductor used their radio, thus saving several minutes. When ready to depart, the conductor gave the engineer a verbal high-ball by radio, thus saving time as compared with using hand signals. When the rear of the train passed through the interlocking and out onto the main track, the conductor told the engineer, so that the speed was accelerated at once, whereas previously, without radio, the train would have been allowed to drag along for some distance to be sure that the rear was clear of the turnout.

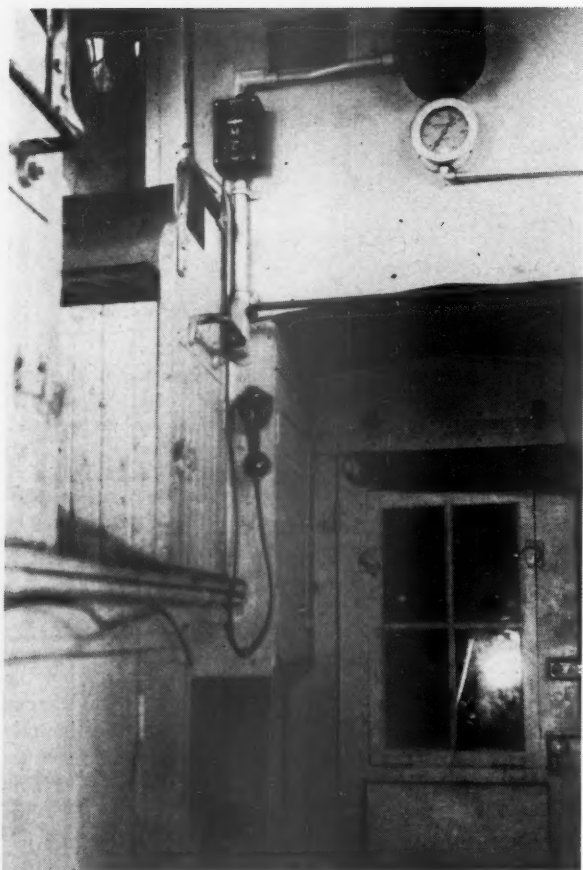
On this first district, the grade ascends at approximately 0.7 per cent for 36.7 mi. to Victorville, then increases to roughly 1.6 per cent for 19 mi. to Summit,

in Cajon pass, 3,800 ft. above sea level. On October 5, there was a strong adverse wind which was a hindrance in getting the train up to normal speed. Westbound automatic signal 19.2, in approach to Helendale, was displaying red, which required the train to stop. When slowing down the train, the radio was used by the engineman to inform the conductor why the stop was being made so that he would be advised with reference to flag protection. Having made this stop, the freight train was on close time for the Fast Mail train No. 7. Therefore, the freight took siding at Helendale, which has a capacity just long enough for the 92-car train. When pulling into the siding the conductor used the radio to keep the engineman advised of the number of car lengths yet to go, so that the train was brought to a gradual stop with the rear end just well in the clear on the siding.

In the final conversation on this move, the engineman said, "We have about one more car length to go up here," and the conductor replied to the effect that "You can stop now—we are in the clear back here." Subsequently, the conductor told the engineman that all the crew were on the caboose and that train No. 7 was passing the caboose. With this information, the engineer was ready to start his train as soon as No. 7 passed him. Without the radio, there would have been a lot of guesswork and strenuous hand signaling, as well as perhaps a few starts and stops, all of which might have involved some rough handling of the train, as well as loss of time getting into the clear. A spring switch is in service at the west end of this siding, and when the freight train was pulling out, the conductor used the radio to inform the engineman as the rear end approached the turnout so that the speed could be accelerated promptly.

Saves Time at Summit

At Summit, the train was stopped and the retainers were set up on a certain percentage of the cars preparatory to descending the 6.5 mi. of 3 per cent grade



In each caboose the loud-speaker and control are in the cupola and the handset is within reach from the floor or seats

down to Cajon, and about 17 mi. of 2.2 per cent down to Highland Junction, 1.9 mi. from San Bernardino. When the train was ready to depart from Summit, the conductor used the radio to tell the engineer to proceed. Time was saved in getting under way by relaying information that all were on board and ready to go. When descending the grade, the men in the engine, and the men on top of the cars, as well as those at the caboose, kept a close watch of the train and used the radio every few minutes to pass word to the front end that "everything is O.K."

After the train was down the grade, the engineer and the conductor used the radio to agree on the location at which the train should be stopped to reset the retainers, the purpose being to do this where the train would not block a highway. After this stop was made, and the train was again ready to go, the conductor gave the engineer a radio high-ball. Then special circumstances developed that showed the value of radio under conditions that ordinarily would not apply. When the locomotive had moved about three car lengths, the conductor's voice came in the loud-speaker in the locomotive to announce that the train line pressure in the caboose had dropped to zero—and at the next breath he yelled, "The train is broken in two."

The next radio call from the conductor was to inform the engineman that the break was three cars ahead of

the caboose. Later he requested the engineer to back the train to couple—but realizing the difficulty on account of the adverse grade, the conductor said that rather than back the train, they would let the caboose and the three cars coast down to couple up. Thus, by means of the radio conversations, everyone concerned knew what the others were doing, so that only seven minutes elapsed from the time the train broke in two until the conductor called the engineman to say that all was "O.K., let's go."

In the meantime, the yardmaster at San Bernardino had been listening in on all this conversation over his radio, so that he knew what had happened. Then he came in on the radio to tell the crew what track to pull in on at the yard. Finally the radio was used by the conductor to keep the engineer advised as the rear of the train pulled into the clear on the yard track. Thus, on this one trip of 81 mi., the radio train communication on this train obviated a delay for the Fast Mail train No. 7; it saved time for the freight at Summit; and it saved a lot of shoeleather, as well as time, when the train broke in two.

Call Fire Department

On last July 20, when a train was passing an outlying interlocking, the towerman saw smoke rising from a refrigerator car, and telephoned to the yardmaster at Barstow. The yardmaster used his radio to call the train, which pulled into the next siding. In the meantime, the yardmaster called a fire truck, which went to the train and extinguished the fire. On one occasion, a brakeman on a through freight train saw a dragging brake beam on a local freight which is not equipped with radio. The trainman on the through freight used his radio to tell the yardmaster at Barstow, who put out a telephone call to a point ahead of the local to have it flagged to a stop.

The yardmaster at Barstow has kept a log of the more important calls over the radio, which shows an average of 45 calls every 24 hours. In some instances these calls are a matter of convenience to save some man from walking to a telephone, but in most instances they save time and worry for train crews, as well as time in getting shipments over the road.

Especially on the 72-mi. single-track district west from Barstow to Mojave, the radio is used for head-end to rear conversations to save time and hand signals, as well as walking, when trains are entering and leaving sidings at which the switches are hand thrown. If there is a hot box or a dragging brake beam on a car in a train, the use of the radio between the head-end and rear saves time in correcting the trouble and getting underway, as well as in setting out the car if necessary. When trains thus encounter difficulties, the crews on other trains and the yardmaster at Barstow, if within range, can hear conversations between the men on the train in trouble, and in such instances some form of assistance can often be given.

Radio Equipment

The radio equipment in the locomotives and cabooses is standard and interchangeable, being the Bendix Type MRT-1-B, operating at 160.65 m.c. The transmitter and



Map of territory equipped with road train communication

receiver are on the same chassis, mounted on the top shelf of a sheet-metal case, with the power supply mounted on the bottom shelf. The sets are clamped down on shock mountings. Each set is connected to an incoming cable by a plug-coupler. These sheet-metal cases have doors that are well fitted though not dust tight.

These transmitter and receiver sets are changed out every 90 days. Under this practice, and counting failures from all causes, the radio has been in service 96 per cent of the time on all road train trips, and this record is gradually being improved.

The antennas on the locomotives and on the cabooses are the $\frac{1}{4}$ -wave type with a cartwheel ground plane. These antennas operate at 12 watts when transmitting. The electronic transmitter and receiver equipment case is at a central location in each of the Diesel-electric locomotives, all of which have an engineman cab at both ends. Each cab is equipped with a loud-speaker, hand-set and control box. The speakers are the Bendix M1-34B permanent magnet type rated at 12 watts. The hand-sets are the MS100B dynamic type, with push-to-talk button switch in the handle. The control box has a dial to control the volume of the loud-speaker. The circuits from the transmitter-receiver case to the apparatus in the two cabs of the locomotive are in cable with 14 conductors, run in conduit with standard A.A.R. couplings made by American Phenolic Corporation.

Operation of the radio equipment on each locomotive or caboose requires 115 volts 60 cycle a.c., approximately 145 watts standing by, 175 watts receiving and 230 watts sending. On each locomotive, this a.c. power is supplied from a rotary converter made by the Eicor Company. These converters are rated at 115 volts a.c. 300 watts output, and 64 volts d.c. input. The 64-volt input is from a storage battery used also for starting the Diesel engines on the locomotives.

The Diesel engines are operated constantly while the locomotives are in service, including the time when they are waiting between runs, this practice being used to obviate engine troubles that might be caused if allowed to cool between runs. Similarly, the radio equipment on the locomotives, including the rotary converters, is run continuously, except when a locomotive is taken out of service for inspection. This constant operation is a factor in the Santa Fe's policy of changing-out these

converters every 90 days and giving them a thorough inspection and test in the shop before restoring them to service.

Power on Caboose

On each caboose, the a.c. power for the radio is furnished by a direct-connected Diesel-engine-driven a.c. alternator, the output of which is rated at 115 volts, 2.5 kva. when operating at 1,200 r.p.m. These machines were furnished by the Lister-Blackstone Company, Milwaukee, Wis. These engine-generators are started by push-button control, the same as an automobile engine. The starting battery consists of a 32-volt, 180 a.h. Exide battery, located in a box under the caboose. These batteries are charged by the starting motor of the engine-generator set.

Each engine-generator is enclosed in a compartment near one end of the caboose. This compartment is lined with sheet metal and fireproof sound-absorbing material. The engine runs so smoothly and makes so little noise that, when a caboose is in motion on the road, a man seated in it cannot tell whether the engine is running. The fuel oil tank on each car has a capacity of 25 gal.—adequate to run the engine for approximately 75 hr., which is more than needed for any round trip out of Barstow. These Diesel engines are given a compression test every 90 days, and experience for 12 months with some of these engines indicates that they will be good for service for a year or more before it will be necessary to remove them from the cabooses for further inspection or repair.

This train communication was planned and installed by Santa Fe forces under the jurisdiction of G. H. Minchin, vice-president, and under the direction of J. P. Morris, assistant to vice-president (mechanical), J. A. Parkinson, superintendent of communications, and L. R. Thomas, electronic engineer. The installation and maintenance are under the direct supervision of C. O. Overbey, assistant superintendent of communications, Coast Lines, and M. D. Breeden, communications supervisor, both with headquarters at Los Angeles. The major items of radio equipment were furnished by Bendix. The radio control unit on the yardmaster's desk at Barstow, as shown in an accompanying illustration, was made by the Capehart-Farnsworth Corporation.

Britain Continues Electrification Program

Main-line service continues to be steam-operated while multiple-unit cars and a few locomotives are being used for the extension of suburban-territory electrification

By JOHN RIGG

London Industrial Correspondent

The opening of a new electrified railway line from Liverpool Street Station, London, to Shenfield in Essex, some 20 miles to the northeast, marks the successful completion of one stage in Britain's postwar plans for railway electrification.

The British Railways system still relies on steam (or, rarely, Diesel) locomotives for main-line operations. But in London, and between London and the south and southeast coasts of England, it has the world's largest and densest electrified suburban and semisuburban system; and in London's underground railways an electrified system which the British consider unsurpassed in the world. London and Brighton, on the south coast, are connected by fast trains, many of which make the 50-mile run in one hour. Britain's only named electric train, the all-Pullman "Brighton Belle," is operated on this line. On the 74-mile line from London to the south-coast naval base of Portsmouth there are fast trains every hour.

The British Railways are electrified in certain well defined areas: London and that part of southeast England which lies between London and the towns of Reading, Portsmouth, Hastings and Chatham; and in the northern industrial areas with such big cities as Liverpool, Manchester and Newcastle at their hub. Outside these areas there is a small electric railway running between Lancaster and Heysham, on the northwest coast of England; there is an electric railway on the Isle of Man; and the underground railway in Glasgow, Scotland, is also electrically operated.

Three Main Projects

World War II held up further electrification in Britain, suspending work already in progress on three main projects. These were the construction of the line connecting the two northern cities of Manchester and Sheffield across the Pennine range, the mountainous backbone of northern England; extension to the London underground railways; and the electrification of the Liverpool Street-to-Shenfield line. This last project, now complete, will relieve traffic congestion at Liverpool Street Station, which serves the densely populated areas of northeast London.

Nearly all the electric lines in Britain work on the third- or fourth-rail d.c. system with a voltage of about 650, although the new Shenfield line, and the not yet

finished Manchester-Sheffield line in northern England, and one or two others, employ an overhead contact system. Most of the rolling stock on Britain's electric railways consists of multiple-unit cars, receiving their power from a third rail.

Double-Decked Trains

One recent development is the introduction of eight-coach, double-decked trains, with the upstairs and downstairs compartments staggered to give more head room. These are to be tried on a busy suburban line in London to see if they are a practical alternative to running longer trains, building longer platforms and altering signal arrangements.

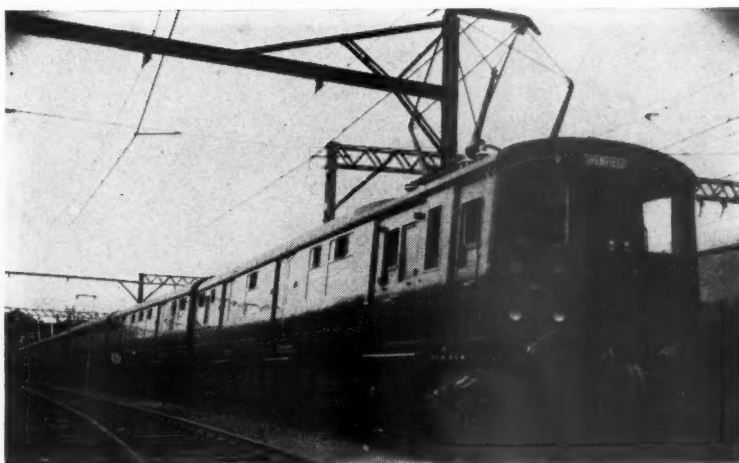
The latest electric rolling stock which runs north along the Lancashire coast from Liverpool is representative of the best in Britain. The steel coaches are of open "saloon" type, with air-operated sliding doors controlled by the "guard." Coach body and frame are welded together to form one solid unit of maximum strength. The motor coaches are fitted with four 235-hp. motors, and the acceleration from rest of a five-coach train with all seats occupied is 1.6 m.p.h. per second. They have a free-running speed of over 70 m.p.h.

Electric locomotives are little used in Great Britain, but three have recently been placed in service for hauling freight and boat trains over the electrified third rail system between London and the south coast. In order to maintain their pulling power over gaps in the conductor rail (at grade crossings, for example), the six motors are fed by two flywheel generators, the momentum of which serves to supply power when the locomotive is crossing gaps in the third rail. Even if the locomotive is stopped in the middle of a gap, the flywheel has enough momentum to move the heaviest train out of the longest gap in the electrified system.

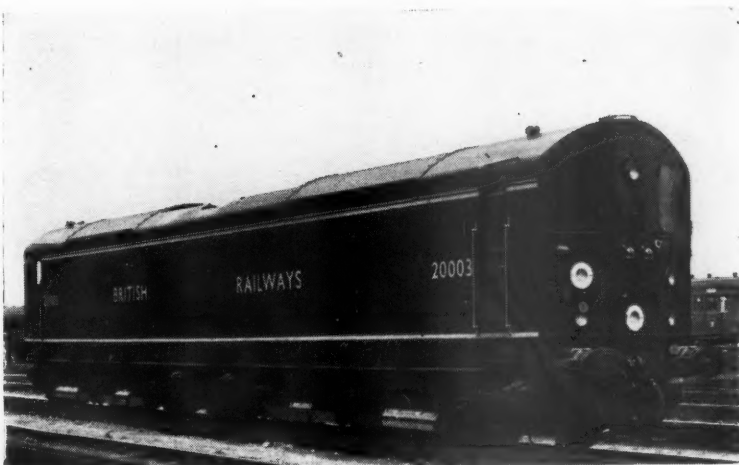
As a safety measure to protect men working on the line, an automatic device prevents the locomotive's collector shoes from charging a "dead" section of conductor rail which may have been isolated for right-of-way repairs.

Maximum permitted speed for this locomotive is 75 m.p.h. at present, but the British Railways administration is looking forward to trains traveling at top speeds of 90 m.p.h. on existing electrified lines in the south of England.

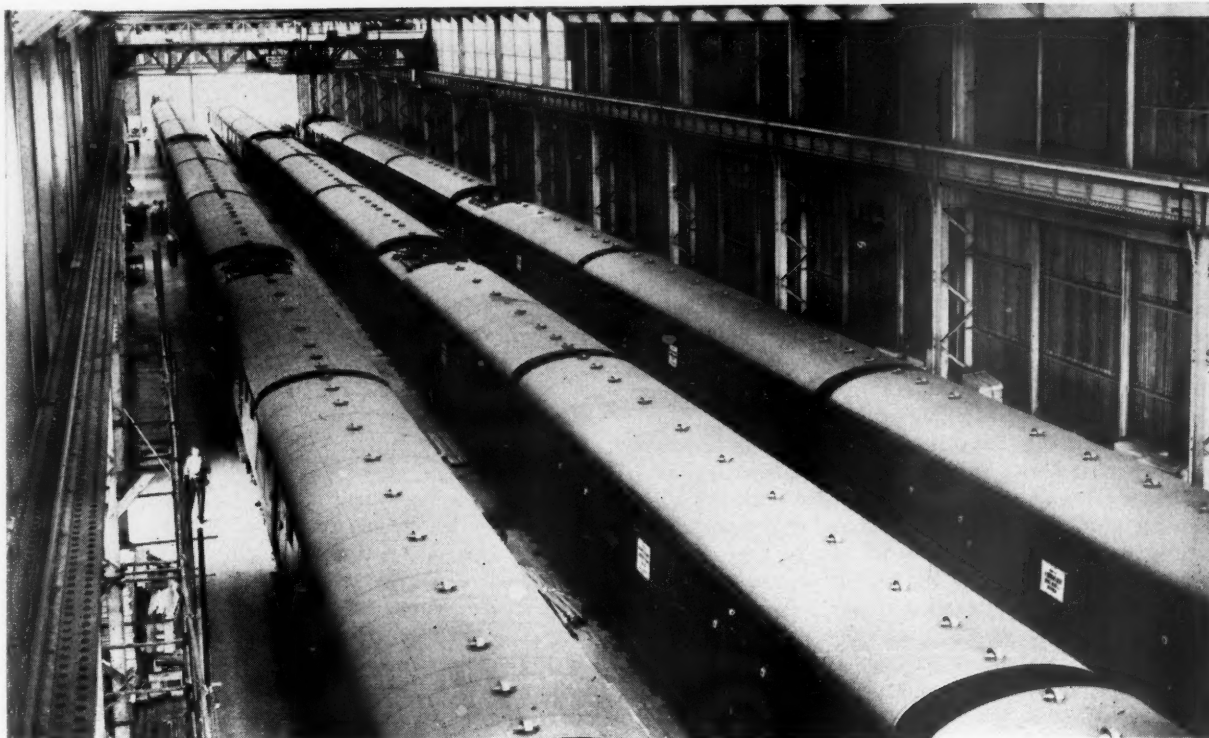
London's latest electric train operating in the new service between Liverpool Street and Shenfield



New type of electric locomotive used for hauling freight and passenger trains between London and the south coast ports



Car repair shop at Ilford (mid-point) on the Liverpool Street-Shenfield Line





The new Diesel shop is of concrete-block construction except the upper portion of the high bay, which is covered with corrugated asbestos-cement siding

Terminal Improvements Pay Their Way

New yard and modern Diesel and car-repair shops built at Panama City, Fla., by Atlanta & St. Andrews Bay have brought about improved operations and substantial savings

The Atlanta & St. Andrews Bay has spent more than half a million dollars in building new terminal and shop facilities at its southern terminus, Panama City, Fla., on the Gulf of Mexico. These include modern Diesel and car-repair shops, a new yard and a new yard office.

The previous terminal facilities at Panama City were somewhat rudimentary, being a heritage from the days when this Class I railway was little more than a logging line. The shops were small and old and in bad repair, and much of the heavy repair work had to be farmed out at considerable expense. Outgoing freight trains of up to 100 cars had to be made up in downtown Panama City, with attendant blocking of busy street and highway crossings. The improved operations made possible by the new facilities and the savings realized by eliminating the farming out of heavy repair work are such that the cost of construction will be paid for in less than a decade.

The old facilities were located in a congested area adjacent to the Bay Line's passenger station, while the new yard and shops are three miles out. Finding a suitable location was somewhat difficult, as the railway traverses marsh land for some miles, beginning immediately north of the congested area. The 160 acres that were finally purchased as a site for the new facilities

consisted of this marsh land and required 130,000 cu. yd. of earth fill to make them high and dry. Considerable grubbing and clearing were also necessary.

The new yard has been designated Sherman yard after W. C. Sherman of Panama City, who was executive vice-president of the road about twenty years ago. It consists of eight tracks, including four running tracks and four stub-end tracks for classification purposes. Neither switching operations nor the making up of trains in the new yard requires the crossing or blocking of any streets or highways. The north end of the yard is equipped with floodlights to facilitate night operations and a new yard office has been constructed at the south end to control the entrance and exit movements of trains.

The Bay Line, which is said to be the first Class I railway to be completely Dieselized, owns 12 Diesel-electric locomotives. Of these, nine are 1,000-hp. road-switchers of a type originally developed on this railway. There are also two 1,000-hp. locomotives designed for yard work exclusively, and one type F-3 combination passenger-freight Diesel used to haul a daily passenger train in each direction.

To handle all types of repairs to these locomotives, a new shop, 120 ft. by 180 ft. in plan, has been con-



Above left—Looking along one of the two repair pits in the low bay of the Diesel shop. The pits have open sidewalls and the elevated platform has a reinforced concrete deck. Above right—Equipment in the high bay includes a 90-ton drop table and a 25-ton overhead crane. Below—Yard switching and the movement of trains into and out of Panama City are controlled from this new office building

structed, together with the necessary fuel, water, oil and sand-drying facilities. This structure is called the J. H. Friend Shop after Major J. H. Friend, who was executive vice-president of the road about 15 years ago. The shop, of cement-block and steel construction, is characterized by its effective lighting with modern fixtures, a carefully worked-out color dynamics scheme, and an "open-work" construction of the inspection pits which makes their artificial lighting unnecessary.

The new shop consists of three longitudinal bays—a high bay, a low bay and a lean-to. Comprising the central portion of the building, the high bay is 50 ft. wide and has a height of 40 ft. 2 in. from the floor to the center line of the bottom chords of the roof trusses. Operating the length of this bay is a 25-ton Whiting overhead crane having a span of 45 ft. The low bay, 48 ft. 6 in. wide, is on one side of the high bay, and the lean-to, 20 ft. wide, is on the other.

The lean-to contains the master mechanic's and storekeeper's offices at one end, a storeroom in the central portion, and an electrical repair shop at the other end. The partition walls of the offices and storeroom are of Armco Steelex panels, while the electrical shop is open to the rest of the shop building. Separate toilet facilities, including shower baths and individual lockers, are supplied for white men, for colored men and for colored women, and are located adjacent to the storeroom.

The exterior walls of the building are of concrete blocks, except for those of the upper portions of the high bay, which are of corrugated asbestos-cement siding. The concrete-block walls were given a slurry coat of sand and cement and then painted with two coats



of Pittsburgh Cementhide paint, of a light gray tint designed especially for this shop.

The asphalt bonded roof is laid on 2-in. by 8-in. wood decking, this being the only wood used. Twelve 48-in. Burt Freeflow ventilators were installed in the roof, six in the high bay and six in the low bay. Each ventilator is equipped with a 2-hp. motor directly connected with the fan. The end walls of the building are fitted with seven steel rolling doors, 14 ft. wide by 18 ft. high, made by the R. C. Mahon Company and equipped for both mechanical or electrical operation.

Two tracks extend through the low bay, where the

running repair facilities are located. This bay contains two inspection pits 165 ft. long, the rails of which are supported 3 ft. above the surrounding floor level on vertical H-beams. Because of this "open-work" type of construction no artificial lighting was considered necessary in the pits. Between the two pits is an elevated working platform consisting of a reinforced concrete slab supported on steel posts and beams, and reached from the floor by steel steps at the ends and in the middle.

Two tracks also enter the high bay, one a through track that terminates at a sand house outside the opposite end of the building, and the other a stub track that terminates 120 ft. inside the structure. The through track passes over a Whiting 90-ton consolidated drop table. A short wheel and truck release track, entirely within the shop and unconnected with the other tracks, extends for 24 ft. in each direction from the drop table. A number of machine tools, including several lathes, a drill press and a power saw, are located in one end of the high bay.

The rails of all three tracks in the high bay are each supported on a longitudinal reinforced concrete track beam, 3 ft. wide and 1 ft. deep. The rails are separated from the beams by steel plates and are fastened in place by bolted clips placed on 24-in. centers.

Maximum Light

The walls of the building contain 13,482 sq. ft. of glazed areas to allow for the admission of as much sunlight as possible. The windows are of the horizontal pivoted and architectural projected types, with steel sash throughout, and the higher windows are opened and closed by means of mechanical operators.

In the high bay, artificial lighting is supplied by 16 reflectors with 400-watt mercury-vapor lamps and

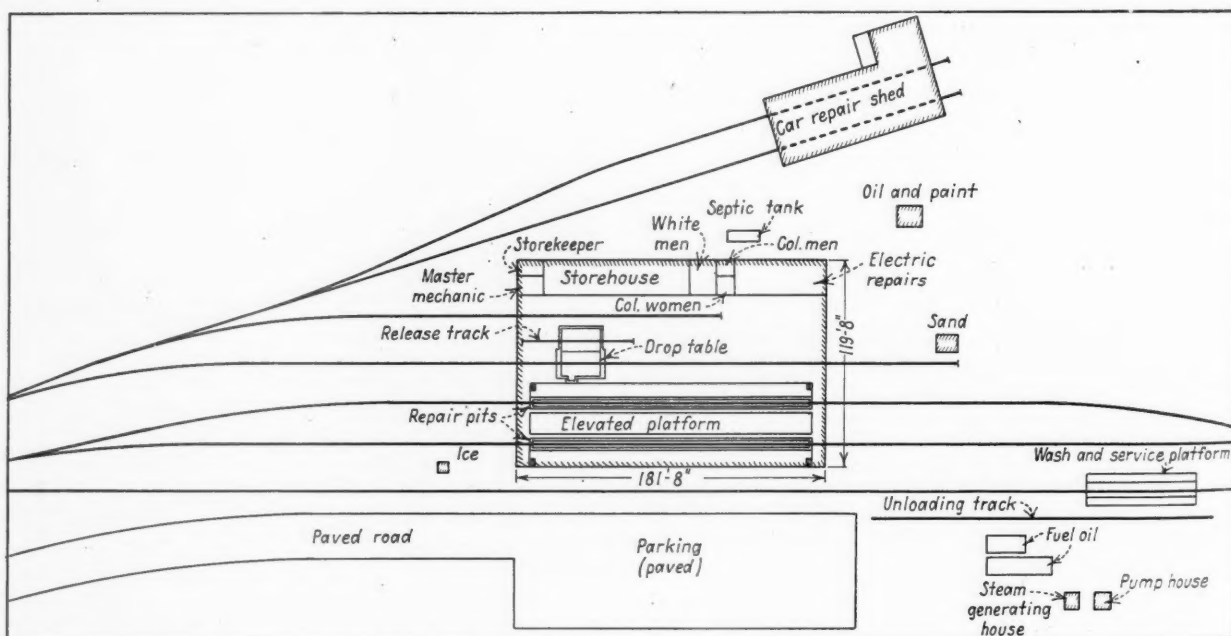
1,500-watt incandescent lamps mounted together in twin brackets. In the low bay, these two types of lamps are alternated on 10-ft. centers. The electric shop is lighted by two lines of industrial fluorescent lights, 11 ft. above the floor, extending the length of the shop. The storeroom is equipped with Benjamin stock-bin lights between the bins. Two floodlights are affixed to the exterior of each end of the building.

The color dynamics scheme was evolved by engineers of the Pittsburgh Plate Glass Company. The ceiling and trusses down to the crane rails are painted a cascade blue. Below that to within 7 ft. of the floor, the walls are of seafoam green, with a dado of eye-rest green extending up from the floor level. The drop table and the crane are both focal yellow and the steel in the running repair shop is painted red, as are the fire stations. The machinery, which was installed from the old shop, has been repainted in Alhambra green. The large window areas, the artificial lights and the color-dynamics scheme result in a strikingly well-lighted interior throughout.

Connections for air lines and plugs for drop cords and small electric tools are supplied at convenient locations in the pits, and outlets for electric welders, air lines and small tools are located along the main columns.

There are three fire stations on the elevated platform in the low bay and three more in the high bay, with the necessary additional fire extinguishers located in strategic places. Two standard fire hydrants are located at opposite corners outside the shop.

Only a few feet from the shop is a servicing platform where locomotives are fueled, watered and washed at the same time. Also nearby is a small building for storing oil and paint. This structure, as well as the sand-drying house mentioned previously, are built with Armco Steelix panels. Two fuel tanks supply a stor-



In addition to the Diesel shop the new facilities include a servicing and washing platform for locomotives and a car-repair shop. This drawing shows the arrangement of the various facilities

age capacity of 45,000 gal., which is ample, since there are several oil terminals in Panama City where fuel may be obtained within an hour or two. The oil pump that pumps the fuel from the tank cars to the storage tanks, also, by an adjustment of valves, pumps the fuel from the storage tanks to the two dispensing stations at the servicing platform.

Foundation Difficulties Overcome

The shop is only 37 ft. above sea level and the foundation extends below the water table, which made it necessary to drive 7,266 lin. ft. of timber piling, while 760 yd. of reinforced concrete were used in the construction of footings and piers. Each of the 20 main columns in the shop rests on a cluster of eight piles, and other columns are each supported on three piles. The foundation was designed on the basis of a 10-ton bearing load on each pile, but the ultimate strength developed averages 18 tons.

In doing the early excavation work, it was discovered that the water table varied by as much as a foot at various times of the day and, although the water is fresh, investigation brought to light that the rise of a

foot coincided exactly with the time of high tide in the gulf, three miles away, the incoming salt water evidently backing up the fresh water under the shop. Hence, to minimize difficulties due to the presence of water, the concrete for the footings was poured at low tide. Since gravity drainage was not possible the pits are drained to a sump containing a motor-driven pump.

The floor is 6 in. thick, and 330 yd. of reinforced concrete were used in its construction. It is covered with Master Builders' floor hardener, 1/2 in. thick, and has a non-skid surface.

Two rip tracks lead to the new car-repair shed, which is 75 ft. from the nearest corner of the main shop. This is a prefabricated steel building of Armco Pioneer sheets, with an Armco metal roof. It includes a lean-to, 20 ft. by 60 ft., of the same construction, which contains a blacksmith shop and a tool room.

The new shops were built by the J. W. Giles Construction Company, Panama City. The design and construction of the improvements were under the overall supervision of J. A. Streyer, president and general manager of the Bay Line, and A. A. Winter, its chief engineer. The engineers on the ground were C. T. Schwalb and Jesse Harwell.

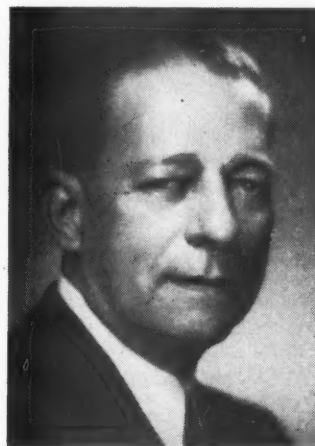
President Schwinn Extends Invitation to Railroad Men — of All Departments — to Attend Annual Meeting of American Railway Engineering Association, at Chicago, March 14-16

TO THE READERS OF RAILWAY AGE:

You are railroaders or associated with railroaders. As such, you are invited to attend the annual meeting of the American Railway Engineering Association, to be held in the Palmer House, Chicago, on March 14, 15 and 16. These dates should be marked on your calendar and you should plan to attend as many of the sessions as possible.

As members of the association are already acquainted with the desirability, and even the necessity, of attendance at the annual meeting, these words are directed primarily to those who are not members. They are an invitation to nonmember construction and maintenance men and to those in the executive, operating, transportation, mechanical, and purchasing and stores departments, as well as to those in other departments or subdepartments specializing in such matters as signaling, communications, electrification or electrical applications, freight claims, safety and personnel. All of these departments have problems in common with those of the construction and maintenance departments. A better and clearer understanding of the work of the roadway, track, bridge, building and water service subdepartments should be helpful in the consideration and solution of these common problems. Attendance by and the interest of nonmembers will also promote those cooperative activities between departments so necessary to the welfare of the railway industry.

A year ago the A.R.E.A. closed its first half century of service to the American railway industry. Attendance at this year's meeting will give you the opportunity of seeing and knowing how the association has started its second half century. Reports covering the year's work will be presented by 21 standing committees. These will include important conclusions and recommendations, as well as revisions of Manual material. In addition to the reports required by the assigned subjects, several committees will present short discussions of special topics falling within the scope of their



Fred S. Schwinn

work, which are expected to be of general interest to all railroad men. Also, as a part of committee reports, the results of extensive and highly important research work developed by the research staff of the Engineering Division, Association of American Railroads, will be presented.

Although there will be no exhibition of railway appliances coincident with the A.R.E.A. meeting, a very worth-while added attraction will be afforded in an opportunity to inspect the new \$600,000 research laboratory constructed by the A.A.R. on the campus of the Illinois Institute of Technology. This 50-ft. by 218-ft. two-story structure will house highly specialized electrical, mechanical and container testing laboratories.

I can assure you of a very profitable March visit to Chicago and the A.R.E.A. annual meeting. I sincerely hope you will accept the association's invitation to attend.

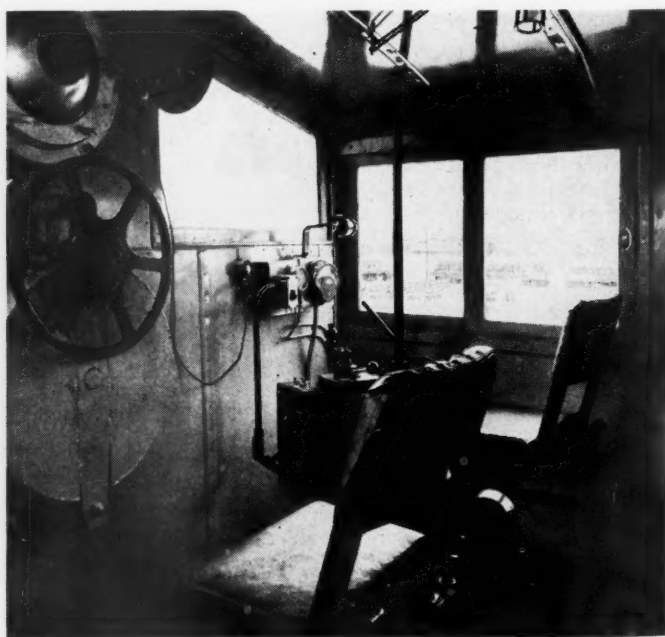
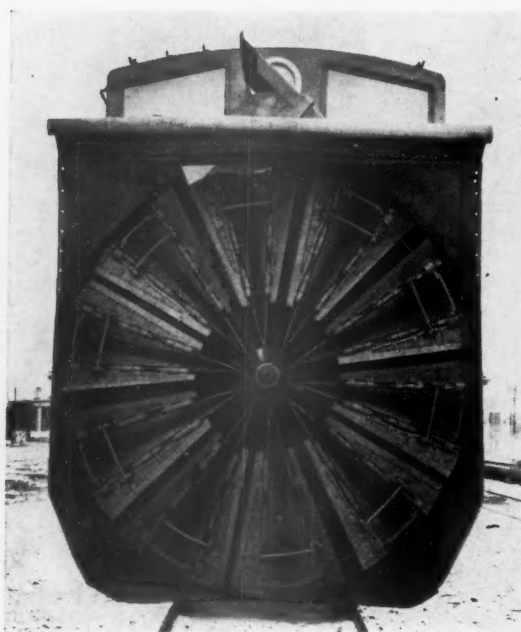
F. S. SCHWINN,
President, American Railway Engineering Association

Burlington Introduces

*Converted from old rotary steam plow at Denver shops
—New unit takes power from a Diesel locomotive pusher*



Above—Diesel-electric rotary snow plow for the C.B.&Q. Below left—Head-on view of plow ready for operation. Below right—Operating controls and equipment in the cab



ELECTRIC SNOW PLOW

America's first electric rotary snow plow, designed for use in connection with Diesel locomotives, was exhibited on January 9 at Lincoln, Neb., as completed ready for winter service on the Chicago, Burlington & Quincy. The new unit is expected to demonstrate marked advantages because of relatively smooth, quiet operation over longer distances and periods of time without having to refuel or rewater.

The Burlington's new plow is 16 ft. high, 36 ft. long, and weighs 91 tons. Constructed at the company shops at Denver, Colo., it utilizes the underframe, trucks, rotor and rotor chute of an old American Locomotive steam plow, but the cab, car body, electrical and mechanical parts are entirely new.

The 11½-ft. rotor blades are driven by four traction motors, two mounted on each of two parallel longitudinal shafts which are gear-connected to the central rotor shaft.

A maximum of about 1,080 hp., net, is supplied to the rotor which operates at 130 r.p.m. at plowing speed and 80 r.p.m. when idling. The original steam plow, weighing 100 tons, was equipped with a small locomotive-type steam boiler and two 500-hp. engines, but the total power actually delivered to the rotor shaft seldom exceeded 600 to 800 hp.

Interchangeable Motors

Motors in the new design take power through necessary electrical connections from the generator of the first unit of any readily available four-unit Diesel freight locomotive used as a pusher, the traction motors of this unit being disconnected. All motors on the snow plow are interchangeable with the traction motors of Diesel freight locomotives and can be removed for use in regular service during snowless months.

A 10-kw. auxiliary generator driven from one of the parallel shafts furnishes field excitation current to give the motors desired constant-speed characteristics under variable load as the plow advances into or backs out of snow drifts. To assure prompt speeding up of the rotor after being stopped, electric current from storage batteries of the locomotive is supplied as required to the motor field circuit. An ingenious blower arrangement of Burlington design, driven from the other power shaft, furnishes 6,000 cu. ft. of air per min. for cooling the four traction motors, regardless of direction of rotation. This is accomplished by mounting two blowers side by side on the same shaft, one delivering air when the shaft turns clockwise and the other when it turns counter clockwise. With air delivery from both blowers into the same outlet boot, an automatic damper simply closes the outlet of the blower which is non-operative. This

provision is necessary since the snow plow rotor must be capable of reversal so as to throw snow to either side of the track depending upon which way the rotor is turning and how the deflector plate is set at the top of the chute.

The cab of the plow, which seats two persons in addition to the operator, is thoroughly insulated and can be kept warm in coldest weather by an oil heater. The operator sits on the right side and immediately in front of him are the controller which operates the rotor, recording instruments, and air-brake emergency valve. He is in continuous telephone communication with the engineman of the Diesel locomotive who operates from the rear cab.

In addition to driving motors, shafts and gears, the plow body contains an electric control cabinet, tool box, and portable kerosene torch for melting snow and ice which may accumulate and prevent the rotor from starting after it has been stopped. Both cab and body are snowtight, and a flush-type headlight is located above the front cab window. This light is installed and wired so that it can be removed from inside the cab. No wiring is exposed.

Advantages of Electric Plow

Since the electric plow delivers a larger amount of power and more uniform torque to the rotor shaft than plows previously used on the Burlington, snow and ice formations can be cut and cleared from the track faster. Assuming an abundant supply of fuel oil and two crews, the Diesel-electric-driven plow is expected to work continuously for a considerable period of time.

Another major advantage is the relatively low cost through use of standard Diesel locomotive components, such as motors, gear cases, shafts, gearing, auxiliary generator and controller, all of which are quickly replaceable from stock in case of damage and all of which can be used in regular train service when the plow is idle during spring, summer and fall months.

Mechanical and electrical parts are protected from overloads by circuit breakers. Cables connecting with the Diesel locomotive are completely sealed against weather and passed through the headlight opening of the leading A-unit. Only 30 min. are required for hook-up time.

With electric drive, the rotor is relatively free of vibration and noise. AB brakes are installed so the plow can be operated on any main line. The efficiencies of both the electric plow and the Diesel locomotive are relatively unaffected by severe cold. All vital parts of the plow are readily accessible for maintenance and repair on the road.



Railway Rolling Stock Plays Vital Part in Materials Handling

By A. E. PERLMAN

General Manager
Denver & Rio Grande Western

The inherent importance of rolling stock in rail transportation is clearly evidenced in the fact that over 50 per cent of the total operating costs of U. S. railways today are directly or indirectly affected by the nature and manner in which this equipment is used.

Fuller utilization of equipment will go hand in hand with lowered operating costs, lower capital expenditures, increased safety, and better service.

Mr. Perlman's paper points out, among other things, the necessity for mechanical engineers to establish current cost and performance controls and make greater use of expanding scientific knowledge in attaining these goals.

We have been told for many years that trucks cannot compete with railroads on hauls of over 100 miles. Yet today, in a nation having no clearly defined impartial national transportation policy, we see trucks loaded with steel traveling nearly halfway across the country. With mounting expenses, railways have been required to increase rates on many commodities to a level which is forcing shippers to purchase their own trucks or deal with contract carriers. Only rigid control of costs, better service, and a more realistic rate structure will hold business to the rails.

Railway mechanical officers are in a key position in this effort, for over 50 per cent of the total operating costs of U. S. railways are affected by the character of the railway rolling stock and the manner in which it is

handled. One-third of the total investment in railway plant is accounted for by locomotives and cars. Class I railroads have \$2½ billion invested in locomotives and over \$5 billion in cars.

With only three hours of the average freight car's day spent in over-the-road movement manufacturing ton-miles, as against 21 hours in terminal detention, it is rather staggering to contemplate that adding *four minutes* per day to each car's over-the-road movement is equivalent to increasing the freight-car inventory by \$100 million.

Increased locomotive utilization can also bring huge returns, so it may be easily seen how much efficient handling of railway rolling stock means to the railroads. To attain maximum utilization, certain of the handling problems must be solved by the engineering department, others by the transportation department, but the major solutions rest with you, the mechanical department. [Mr. Perlman here elaborated on the major transportation, mechanical and engineering department functions.]

Cost Controls — Research

There are two matters which I should like to stress, namely, the importance of adequate, current cost and performance controls; and the need for even greater

This article is abstracted from a paper presented at the annual meeting of the American Society of Mechanical Engineers, Railroad Division, held November 30, 1949, at New York.



fundamental research on the part of the railway industry than exists today.

Because railroad accounting departments are set up with their main objective to keep accounts as prescribed by the Interstate Commerce Commission, their functions have turned primarily to bookkeeping rather than cost keeping. And because of the way in which the accounts are kept, data which are received by supervisors ordinarily come late the following month. They are then ancient history. Rather than being able to correct out-of-line conditions currently, we get alibis for poor performance or for manpower and materials which are irretrievably lost.

By the same token, in order to expedite their work, accounting officers tend to keep their accounts in a manner which will enable them to most readily close their books rather than in a way which permits derivation of controlling unit costs. Normally, therefore, it is mandatory that a supervisor establish his own controls to give him current indices of performance and cost covering the work under his own jurisdiction.

In designing as well as fully utilizing equipment, a mechanical engineer must be guided by economics as well as technology. Examples of this are legion, for we know that lighter-weight freight cars are well within the limits of present scientific knowledge, but we are still struggling to equate the value of the weight reduction.

By the same token, we know that radio-equipped trains have certain advantages, but I have yet to see

a convincing economic study which can equate the advantages derived against the expense involved. So we must begin the whole problem by equating the cost of adequate controls against the terrific wastes that can quickly accrue in poor design and handling of \$7½ billion invested in rolling stock.

Every supervisor must be made cost and performance-conscious. And statistics which come to the general officers near the end of the following month will not accomplish this, for the men on the firing line will already have used up the material, delayed the turning of power, unnecessarily wasted car days, or had too many employees working. [An appeal was made here for keeping daily records of unit costs and performance of a limited number of key elements which can be done without too much paper work.]

New Techniques Not Fully Utilized

Having these current controls and using them with ability and ingenuity, we can then examine facts and processes critically and creatively. Or to boil it down—we can become research conscious! For there is hardly a job, process, service, or detail of work where careful study with an intelligent open mind cannot develop some means for effecting an improvement. And it is my own feeling that we have by no means been doing the best job of stimulating our people towards creative thinking and critical evaluation. . . .

Mechanical engineering studies have developed for

railroad usage, and are continuing to develop, new types of motive power and passenger and freight cars. But in the past, as well as the present, railway mechanical engineers have not utilized all the available facilities for critically reviewing and expanding the new scientific techniques so that they could apply them to the operating conditions which are imposed by railroad service.

What has been done in the past 25 years to reduce the weight of freight cars in step with increased scientific data on stress analyses and lightweight alloys?

Why do we continue the program of installing AB brakes on cars when we know they should have long been declared obsolete in order to permit further weight reduction of freight cars?

Why can't we help the physical plant by reducing the center of gravity of cars? This would eliminate the necessity of many costly line changes made to reduce curvature in order to speed up traffic. The low-slung automobile can go around sharp curves more safely and comfortably than can modern (?) freight and passenger cars.

With blind belief in the patentee's statements, we still pay a premium for patent designs on cars which made certain claims for increasing strength or saving weight. Yet there are techniques in stress analyses today which could quickly give proof of their validity. Diesel locomotives are rapidly replacing steam. Yet for the most part, basic research on the new motive power is being done only by the manufacturers.

This is an easy way out for the railroads, but they are paying for it in many ways. For with all the fine research and testing being done by the manufacturers, a thorough knowledge of operating requirements and service stresses cannot be obtained without a basic acquaintance with railroad operating conditions. And if the railroad industry has a group of scientists with a background in railroad operating conditions who can cooperate with the manufacturers, many "bugs" can be removed from the apparatus before it is placed in service.

Laboratory vs. Service Tests

An engine or apparatus which proves almost perfect in a stationary power plant or in a test rack may show entirely different characteristics under actual railroad operating conditions. This has been brought out in the problems which have arisen in the field of fuel and lubrication.

It was found in many cases that broken piston rings were directly attributable to the type of Diesel fuel being used. And one railroad which does have a research laboratory found that the type of oil being used by one of the locomotive builders to break in Diesel engines caused wear equivalent to that obtained after being run 100,000 miles in railway service, with a more effective lubricant.

That same laboratory found that proper lubricating oils can be used indefinitely in Diesel engines; that new oil has an affinity for metal which causes accelerated wear compared to using the old oil. And when a locomotive on that railroad goes in for overhauling after perhaps 300,000 miles of use, the oil is drained, reclaimed, and reused in another locomotive. Yet some of the manufacturers recommend that the oil be

changed at the end of 15,000 miles and recently in "Modern Railroads" an article boasted that a certain railroad was obtaining 30,000 miles between oil changes.

Lack of standardization can be attributed to the fact that while committees meet to discuss the best methods and materials to be used, little scientific research has been done to back up their arguments. In an industry as large as the railroads, a pitifully small sum is being spent for basic scientific research. Yet there are many problems crying for solution in which fundamental research is required and in which our industry could be helpful to ourselves and to the suppliers of equipment.

One of the most important problems now requiring attention is the subject of steel wheels in Diesel and high-speed train service. Opportunities for design and metallurgical research into the solution of the wear and thermal failure problem of steel wheels have never been fully explored. . . .

Residual Stresses May Be Useful

The railroad industry should accelerate its studies of one of the most recently recognized practices in machine fabrication—the creation of residual compression in the part. This art had been practiced by a chosen few for centuries without realizing what the underlying theory encompassed.

The Damascus sword-makers cold-worked their blades to put surfaces in compression just as we now recognize that cold-rolled wheel seats, shot-blasted springs, and flame-hardened gear teeth accomplish the same thing. Like other new discoveries, the technique has been overapplied without proper regard to basic scientific principles.

Methods of evaluation of residual stress are of fairly recent origin and tedious to follow; consequently, optimum practices were developed only after many failures. We know now that cold-forming of boilers and fireboxes left damaging tensile stresses in critical areas which could have been corrected by using methods which introduced compressive stresses in such areas. Riveted joints are still the subject of much design controversy. And areas subject to tensile stresses could be much benefitted by inducing residual compression. One of the most fertile fields for mechanical researchers is stress investigation.

In the field of nuclear research, radioactive isotopes are now available for the determination of more efficient metals.

A new scientific horizon is expanding before us and we must have the vision to grasp new techniques for improvement of the railroad industry.

Unless we approach the railroad problem objectively, with an open mind, it is easy to find alibis to explain why competitive transportation is making such inroads upon us. We can blame government interference, subsidies to our competitors, and a host of other reasons. But a little honest soul searching will show that too many of us have been smugly satisfied with our own performance.

With a keener search for constructive criticism and a fuller use of modern techniques and expanding science, the railway fleet of locomotives and cars will become the keystone of a great transportation service and a bulwark to the free enterprise system.

Railway Supply Companies Enter New Fields

Diversification of products for both railroads and general industry being widely undertaken as protection against changing trends in transportation field

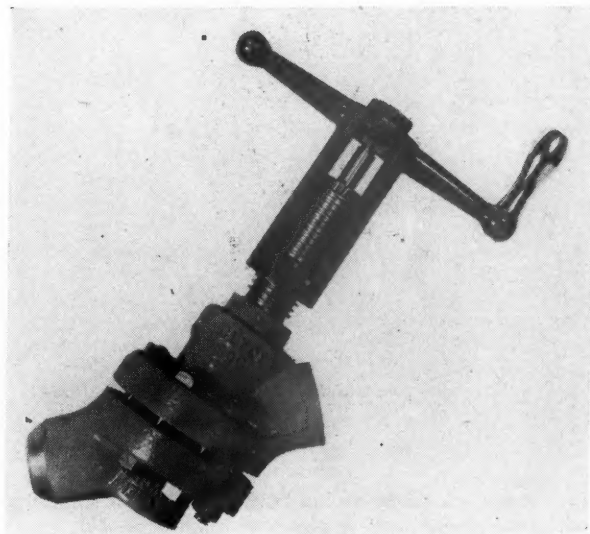
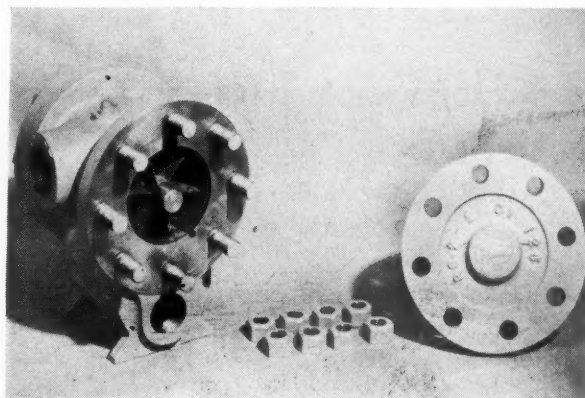
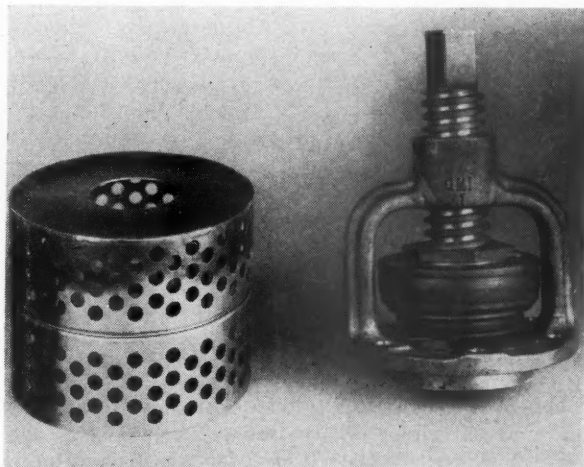
The flexibility, both of engineering skill and manufacturing capacity, which has long typified the railway equipment industry, is presently asserting itself on a steadily increasing scale in the steps which the various manufacturers comprising the industry are taking to adjust themselves to new developments in railroad transportation.

The ability which the industry demonstrated in two World Wars to divert its engineering organization and its manufacturing facilities to production of material totally foreign to its peacetime products, is again standing it in good stead in making the changes which have become necessary on account of the rapid development of the Diesel locomotive for motive power, and the rapid decline in construction of steam locomotives and steam locomotive specialties.

Companies such as Pullman, Inc., and American Locomotive have been engaged for some years in manufacture of non-railroad products, and within recent months a number of other companies making railway supplies have followed the precedent thus established.

A typical example of the present trend toward diversification of product is furnished by the Franklin Railway Supply Company. Beginning in 1902, the Franklin company was identified with the development of the steam locomotive. During World War II, its management was influenced by the trend toward Diesels to establish a postwar committee to look into the question of utilizing its engineering organization and manufacturing capacity in production of devices which would give the company a more diversified line of products. These studies were directed at diversification both inside the railway field and in industrial markets entirely separate from railway operation.

Franklin figured that such diversification—on a large scale—would be its answer to the problem. It found that, back in 1939, 95 per cent of its business was exclusively for steam locomotives, and only 5 per cent



Top—Franklin's new tank car bottom outlet valve features a wiping action that cleans the metal-to-metal seat, plus two flexible seats, thus providing a triple seal. The metal screen at the left affords added protection against large particles of foreign matter

Center—The Balmar self-cleaning rotary strainer, shown here with cover removed, is one product of the Franklin Railway Supply Company's diversification program

Right—The high-temperature Clyde valve is designed for use in oil refineries and chemical processing industries

for industrial uses, other than railroad. That its program of diversification has worked out is shown by the percentages for 1949—10 years later: 47 per cent of its business still comes from manufacture and sale of locomotive devices, but 53 per cent results from its new efforts in diversification. Of this latter group, 18 per cent of the total may be classified as devices related to railroads and 35 per cent as devices for strictly industrial use.

While Franklin Railway Supply is the parent corporation and sales organization which contacts railroads, its manufacturing is done by a wholly owned subsidiary, the Balmar Corporation at Baltimore, Md. Its main problem, therefore, was to keep Balmar's plant busy. During the war part of the Balmar facilities were turned over to precision war work, including manufacture of jigs for production-line airplane construction, and other activities, including work later learned to be in connection with the atomic bomb. This outside work gave the company the experience—and appetite—for industrial manufacturing.

Diversification in the Railroad Field

One of the first definite moves Franklin decided to make was to employ electric-furnace steel-foundry facilities, already in the Balmar plant, to manufacture journal boxes. With machine shop facilities in the same

plant, it seemed a natural step to go into the railway journal box field for both roller-bearing and plain-bearing boxes. This effort got off to a flying start with an order for 10,000 boxes for the French National Railways. The company is now manufacturing boxes of all types for railroads, car and Diesel locomotive builders, and roller bearing companies.

Also for the railroad field, Franklin acquired patent rights on a new type of tank car bottom-outlet valve, which has been given preliminary approval by the Association of American Railroads, and is now in service. This product was acquired after market research indicated serious trouble and losses were being experienced with defective tank car valves, which made it necessary to go to the added expense of unloading through the top. The new valve features a wiping action that cleans the metal-to-metal seat, plus two flexible seats, thus providing a triple seal.

Franklin also undertook for the Bituminous Coal Research organization the manufacture and marketing of the B.C.R.-developed overfire air jet for smoke abatement on steam locomotives. While this is not a major endeavor, Franklin has sold some 1,500 to 2,000 jets, and expects to sell considerably more for smoke abatement on existing steam locomotives.

Non-Railroad Products

With American Locomotive going into Diesel manufacture, arrangements were made for Franklin to take over and manufacture the Alco reverse gear, so that there would be a continuing source of supply of parts to maintain existing gears.

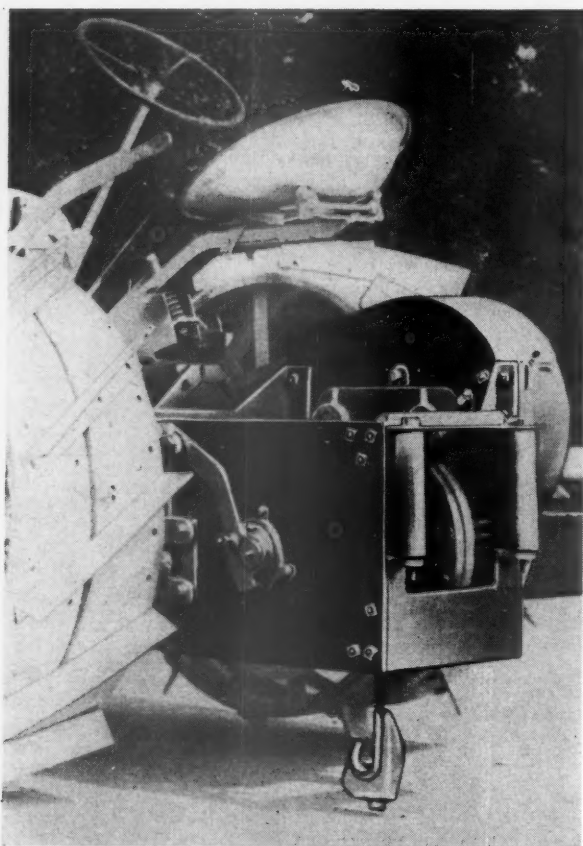
It is in the industrial field, however, that Franklin's greatest effort in diversification has taken place. Outstanding here is the Evans winch, a multiple-speed unit that is light in weight but possesses extremely high pull, is relatively cheap, and has the ability to change speed under heavy load.

Another example of Franklin diversification is the Balmar strainer—a self-cleaning rotary strainer for fluids in which the cleaning elements consist of a series of screens mounted on a revolving hub, which can be used to take large particles out of fluids in pipe lines in a variety of industries, including chemical plants, in factories for straining cutting oils, and in the railroad field for Diesel fuel storage systems and on the Diesels themselves.

For oil refineries and the chemical processing industries, Franklin has the Clyde valve, designed for long life under severe conditions, together with ease and flexibility of installation. To meet the need for a high-pressure, high-temperature flexible joint, Franklin also has the Balmar industrial ball joint, developed for application to moderate-size piping installations, and adaptable for oil refinery work.

Finally, in the purchase by Balmar of the N. A. Strand Company, manufacturer of Strand flexible-shaft machine tools, Franklin now has branched out into the precision-made power tool field; Strand-design models widely cover the industrial field. Sales to railroads are being handled by Franklin itself, and sales to the industrial field through distributors and jobbers throughout the country.

In view of its shift over to manufacturing for industry, Franklin has opened an office in Tulsa, Okla.,



The Evans winch can be applied to wheel or caterpillar tractors, bulldozers, power shovels or cranes, or mounted on skids

where, the company feels, it will be in a good position to serve the petroleum industry with its many new products designed for that field.

N.Y. Air Brake and Symington-Gould

Franklin, however, is by no means the only railroad supply company which has diversified its activities in recent months.

The New York Air Brake Company, for example, has acquired the controlling stock interest in the Kinney Manufacturing Company of Boston, Mass. Kinney's principal products are mechanical high vacuum pumps and pumps for the handling of viscous liquids. While application of the vacuum and liquid pumps covers a cross-section of American industry, the electric lamp, radio and television tube, atomic energy, electric power, petroleum and chemical industries are among the largest users.

Acquisition of Kinney is in line with the management's efforts to diversify the business of New York Air Brake. The manufacturing processes are of a type similar to those involved in the manufacture of air brakes, but sales are wholly outside the railroad field.

As a major step in a long-range program to diversify its manufacturing beyond the field of railway equipment and steel castings, the Symington-Gould Corporation has contracted to purchase from the Socony-Vacuum Oil Company, the Standard Oil Company of Indiana, the Sun Oil Company and the Continental Oil Company, the entire outstanding capital stock of Martin & Schwartz, Inc., of Salisbury, Md., a manufacturer of gasoline dispensing pumps for filling stations.

The purchase contract, according to C. J. Symington, chairman of the board of Symington-Gould, provides for a price of \$2,000,000 and includes an agreement on the part of the four oil companies to purchase from Symington-Gould over the next five years, with uniform monthly deliveries, a guaranteed quantity of gasoline pumps, which will absorb a substantial part of current productive capacity.

In a letter to stockholders Mr. Symington pointed out that the development of business outside the railroad field will assist in stabilizing operations and augment the company's earning capacity. Martin & Schwartz will be operated as a wholly owned subsidiary and there will be no change in the organization or location of its plants at Salisbury.

A SQUARE DEAL FOR THE RAILROADS

If the railroads are to continue under private ownership they must have a square deal. We have been warned by the experience of Britain in observing her journey down the road to socialism that nationalization does not stop with the railroads, but continues to engulf all branches of public transportation and many other key industries such as the communications, the coal, the steel, and the power companies.

America's drift toward the rocks of nationalization is due primarily to the individual's desire for security and a higher standard of living, which he mistakenly believes can come to him from the federal government by soaking the rich, and through no additional effort on his own part. He has eaten too much of the political poison which holds that an economy controlled by legislation and deficit spending can produce prosperity. The best antidote for this type of poisoning is to look around at the other countries of the world where government ownership prevails and the standard of living is far below our own. . . .

We, who are directly engaged in the business of transportation, must do all we can to bring the true facts out in the open, for it is through an informed public that a switch to the right track can be accomplished. This is the time to prepare for the future, and I believe that the nation's well-being is dependent on an economically sound and coordinated transportation system, with the railroad industry as its backbone. . . .

If the railroads are given a square deal we will be able to show a still better record of improved efficiency. In spite of the fact that our freight rates today have increased only 57 per cent over what they were in 1939, while the prices of goods generally have gone up 100 per cent and wages to railroad employees are up 109 per cent, we now find ourselves on the verge of pricing our product too high, so that some of our customers are going over to our competitors.

Much of this business which has shifted from the railroads to other carriers is the heavy bulk type which we are especially equipped to handle and which is usually most profitable. While we are available as true common carriers, ready and able to transport anything, anywhere, and at any time, this choice business is going to other carriers, who, unlike the railroad, are able to choose their customers, making certain the traffic handled is profitable.

"Sponging on the Taxpayer"

There is only one of our competitors — the pipe line carrier — which is not receiving substantial subsidies from government. These subsidies enable our competitors to set rates far below the real cost of operation. While the railroads and the pipe lines own and maintain their own high-ways and terminals, paying substantial maintenance costs and real estate taxes, the trucks, water carriers, and air lines are sponging off the American taxpayer to the tune of billions of dollars every year by paying little or nothing for the use of the expensive facilities furnished to them.

The federal government has spent approximately \$15 billion on the merchant marine and \$3 billion making inland waterways navigable, yet no tolls are charged for use of harbor development, river channels, or locks and canals. Not only does the federal government furnish this tax-free waterway for the ships and barges, it has gone even farther by setting up the Inland Waterways Corporation with an original investment of \$15 million and is now considering an additional authorization of \$7 million, so that this publicly owned water carrier can compete with the rails and other private enterprise. Municipal aid is also offered the water carriers. Plans are now pending for the city of St. Louis to construct a modern barge terminal on the Mississippi for use of the river lines.

The railroads are now in federal court resisting an Inter-



THEFT OF VALUABLE TRAFFIC has been on the increase in Great Britain chiefly because of the scarcity of, and consequent easy market for, such articles as tobacco and tea. To cut down losses, British railroads, at important freight stations, have introduced a method of loading and unloading cars known as "perambulation." Under this method, pick-up and delivery drays move from car to car to load or unload valuable goods under the watchful eye of a railroad policeman; cars are locked when not being worked

state Commerce Commission order requiring that joint rail-barge routes be maintained with rates approximately 20 per cent under the all-rail rate. In spite of the fact that the railroads have proved that the cost of rail-barge service is higher than the cost of all-rail service, the ruling was nevertheless against the railroads as allegedly being in the public interest and as an aid to small business. In a majority of cases where competing transportation is used to take advantage of cheaper freight rates, the selling price of the product is still established on the basis of the rail tariff and the saving is thereby not passed on to the consumer.

More than three-fourths of the total tonnage on the Mississippi river moves in vessels operated by shippers with such a large and regular volume of traffic as to justify providing their own vessels to move it. These private shippers are not subject to I.C.C. regulation and are obviously not in the category of "small business." Only one of the Mississippi barge lines holds itself out as a common carrier, but the quantity of package and less-than-bargeload traffic handled is insignificant. The railroads must still maintain sufficient capacity to take over the business of river shippers when ice, floods, or droughts stall the river traffic. Experience proves that the most efficient and economical railway plant is the one which is operating near capacity. The loss of substantial tonnage to the water carriers tends to increase rail unit costs to the detriment of the general public who depend on railroad transportation. . . .

It is said that subsidies to commercial air lines in the form of mail pay, navigational aids, and expensive airport facilities are necessary as a contribution to national defense. This is, I believe, a rather ridiculous explanation when the federal government is already spending billions for the development of the U. S. Air Force, and the air arms of the Navy and Marines. The trained air line personnel number only three per cent of the Air Force re-

quirements in the last war, and it is obvious that in the event of another war this small group, even if they could all qualify for service, would not materially affect the military situation. . . .

"Hiding Behind the Skirts"

The railroad industry has no argument against the farmer's truck, the local delivery truck, or the thousands of other truckers with whom we are constantly engaged as a team to give the American public the transportation service it desires. Our direct customers are not only the large factory on a railroad spur, but also the shippers and trucking agencies who use our freight stations and depots scattered throughout the country. In fact, everyone depends on the railroads for hundreds of items in his day-to-day living. There are only about 370,000, or 5 per cent, of the 7,000,000 trucks which are in direct competition with the railroad industry. These 370,000 box cars on rubber have attempted to hide behind the skirts of their small, useful and inoffensive sisters.

For many years the truck and automobile associations have been insisting that all license and gasoline tax revenues collected from the highway user must be earmarked for road building purposes. Following this line of reasoning, the states and federal governments should use the liquor excise tax collections only for building taverns and breweries. It is about time we realize that the modern taxing concept is to obtain the greatest revenue with the least collection effort. For a great many years the railroads have been among the largest contributors of taxes to the public treasury, supporting schools and local governments in every community served by them. None of this tax money has been handed back by the municipal governments to aid in building or maintaining our roadway. The question whether heavy vehicles damage our city streets or country roads and highways does not require the abilities of a civil engineer to be answered in the affirmative. The highway commissions of all the states, as well as the United States Public Roads Administration, are deeply concerned about the breaking up of our highway network. Estimates of the cost for the work that needs to be done range from \$20 to \$60 billion, in spite of annual expenditures for maintenance and new construction of from \$2 to \$3 billion. Highway construction designed to carry the largest vehicles is, of course, much more expensive than that required for lighter trucks and passenger vehicles. The time has come for the public to decide if they wish to continue to subsidize the heavy truckers, or if they want to conserve the highways they now have and can afford to maintain by fixing and enforcing weight and size limitations for the highway users.

The railroads need a square deal to protect their business from the raids of subsidized competition which offer their services at rates below the true cost. The public needs a square deal to protect their purse from the drains of politically favored and uneconomical transportation agencies.

Railroad problems are your problems. The decisions which you and people in other great industrial centers make now will largely determine the future of the transportation industry and of America. Will it be a system of private enterprise unified in purpose, and regulated so that the competitive agencies can each perform the job for which they are best qualified to serve the public? Or will it be a system operated by government; the inevitable consequence of profitless regulation and subsidized competition? It is not too late if the American people will realize that a square deal for the railroads is a square deal for themselves.

Excerpts from an address by Arthur K. Atkinson, president of the Wabash, before the Traffic Club of Detroit, Mich.

GENERAL NEWS

Fiscal '51 Budget Goes to Congress

Seeks usual appropriations for transport regulation, subsidies

Proposed appropriations totaling \$11,737,200 for the Interstate Commerce Commission, \$1,359,500 for the National Mediation Board and National Railroad Adjustment Board, and \$594,000,000 for the Railroad Retirement Board are included in the budget for the fiscal year ending June 30, 1951, which President Truman submitted to Congress on January 9. The budget also proposes fiscal 1951 funds of \$455,900,000 for the Bureau of Public Roads to spend on highways, \$241,714,000 for the rivers and harbors work of the Army's Corps of Engineers, and \$212,555,000 for the activities of the Civil Aeronautics Administration.

Although authorizing legislation would have to be enacted before the amounts could be appropriated, the President has tentatively budgeted \$6,000,000 for "preliminary work" on the proposed St. Lawrence seaway and power project, and \$3,000,000 for the purchase by the Secretary of Commerce of additional stock in the Inland Waterways Corporation, operator of the Federal Barge Lines. All authorized I.W.C. stock has already been purchased by the Department of Commerce, but there is pending in Congress legislation to authorize issuance of additional shares. This is explained in the budget which goes on to say that the additional funds are needed for "modern, efficient equipment," without which "successful operation of the corporation does not appear possible."

The President has been on record for some time in favor of the St. Lawrence project, and the returning Congress got from him three new calls for favorable action on the pending resolution to approve the United States-Canada agreement for development of the river. The calls came in the President's state-of-the-union message, his economic report, and his budget message. The budget's reference to the proposed outlay of \$6,000,000 says that the "preliminary work" contemplated would be "preparatory to large-scale construction" on the seaway and power project.

The \$11,737,200 proposed for the I.C.C. compares with appropriations totaling \$11,233,000 for the current fiscal year. Most of the funds provided for the I.C.C. are now lumped under "general ex-

penses," for which the budget proposes \$10,002,600 for fiscal 1951, an increase of \$402,600 above the comparable appropriation of \$9,600,000 for the current fiscal year. The largest item in the I.C.C.'s "general expenses" is the cost of operating the Bureau of Motor Carriers, for which Congress earmarked \$3,656,039 of the fiscal 1950 appropriation.

I.C.C. appropriations for "railroad safety" and locomotive inspection, however, still remain outside the "general expenses" grouping; and for those activities in fiscal 1951 the budget proposes \$1,016,000 and \$718,600, respectively. These amounts compare, in turn, with appropriations of \$958,500 and \$674,500 for the current fiscal year.

The \$1,359,500 proposed for the Mediation and Adjustment boards compares with \$1,211,200 provided for the current fiscal year. The fiscal 1951 proposal includes \$412,200 and \$797,300, respectively, for N.M.B. and Adjustment Board "salaries and expenses." The remaining \$150,000 would be for arbitration and emergency boards. The amount proposed for the Adjustment Board contemplates that the maximum allowable compensation for referees employed to decide deadlocked cases would be increased from \$50 to \$75 per day.

The \$594,000,000 proposed for the Railroad Retirement Board includes the amount to be appropriated to the Railroad Retirement Account in the Treasury and funds for the board's administrative expenses under the Railroad Retirement Act. Those expenses are expected to take \$5,446,000 of the total. The Retirement Board will also have an estimated \$9,900,000 during fiscal 1951 for administration of the Railroad Unemployment Insurance Act. That act provides that taxes collected thereunder in an amount equal to 0.2 per cent of taxable payroll shall be available for administrative expenses.

Retirement Fund Changes Proposed

With respect to the Railroad Retirement system, the President's budget message recommends that the plan of appropriating for that purpose be changed in a way which would have the effect of reducing the amount of interest paid by the government into the Retirement Fund. Since the retirement system is supported by taxes collected under the Carriers Taxing Act, the amount appropriated to the fund at the beginning of each fiscal year has been an estimate of what the collections for the year would be. Adjustments were made in the following year, but the amount appropriated on the basis of estimated collections was never-

theless immediately paid into the Retirement Fund where it began earning interest. "To avoid this payment of interest on money not yet received, the Congress should direct that these taxes be transferred to the trust fund when received, as is now done with the old-age and survivor insurance taxes," the President said.

He also recommends that the government's payments into the Retirement Fund to cover the military-service credits of railroaders be put on a pay-as-needed basis. This, too, would result in reducing the government's payments of interest into the fund, since interest is earned on amounts transferred to the fund under the present plan of appropriating for the military-service credits on an accrual basis.

"To cover such future claims," the President said, "193 million dollars has already been advanced to the trust fund. Unless the law is amended as recommended in this budget, further payments of approximately 33 million dollars will be required in each of the next four fiscal years."

Bigger Subsidies for Roads, Rivers, Air

The \$455,900,000 proposed for the Bureau of Public Roads includes \$426,000,000 for the federal-aid, post-war highway program, \$24,900,000 for forest highways, and \$5,000,000 for grade-crossing elimination and protection work. The bureau's appropriations for the current fiscal year include \$385,000,000 for the post-war highway program and \$22,500,000 for forest roads, but nothing for grade-crossing work.

The proposal that \$5,000,000 be appropriated for grade-crossing work in fiscal 1951 is an undertaking to cash in on authorizations made for such work before legislation providing for the post-war highway program was enacted. When these authorizations are all taken up there will be no more separate appropriations for grade-crossing work, since the post-war highway program permits the use for such work of up to 10 per cent of the funds made available for highways.

The \$241,714,000 proposed for the rivers and harbors work of the Army engineers includes \$240,714,000 for maintenance and improvement of existing works, and \$1,000,000 to pay the federal government's share of the cost of altering bridges in connection with waterway projects. In the latter connection, the budget explains that alteration of the Norfolk & Portsmouth Belt Line's bridge over the Elizabeth river at Norfolk, Va., is expected to be started in fiscal 1951.

With respect to the proposed appropriation for waterway improvement work,

it indicates that no additional projects will be started—all of the funds will be used to progress or complete works already under way. For the current fiscal year, appropriations for rivers and harbors work have totaled \$197,489,790.

The \$212,555,000 proposed for the Civil Aeronautics Administration includes \$51,300,000 for the federal-aid airport program, \$40,500,000 for establishment of air navigation facilities, approximately \$79,000,000 for operation and maintenance of airway facilities, \$8,885,000 for "planning and developing a national system of aids to air navigation and air traffic control common to military and civil air navigation," and \$1,475,000 for "such developmental work and service testing as tends to the creation of improved air-navigation facilities." C.A.A. appropriations for the current fiscal year have totaled \$140,025,902, including \$14,500,000 for the airport program, \$18,650,000 for establishment of air navigation facilities, approximately \$72,000,000 for operation and maintenance of airway facilities, and \$4,450,000 for planning and developmental work.

Congress Gets Two Truman Messages

New session opens with state-of-union, economic reports

Declaring that business men "must continue to have the incentives necessary for investment and for the development of new lines of enterprise," President Truman in his state-of-the-union message to Congress on January 4 said this country has "met and reversed" the first significant downturn in economic activity since the war and predicted that greatly increased national production lies ahead. The January 4 message was followed on January 6 by the President's economic report.

In the first message, the President predicted "greater possibilities" for this nation in the future, but said, however, that gains can be achieved only by following the "right policies." "Progress is not automatic," he said. To insure progress, Mr. Truman went on, it is necessary that all citizens—business, labor, and agriculture—participate in setting up an economy which cannot fall under the control of a "few dominant groups." In this respect, the President said he hoped to send to Congress during the present session a series of proposals to strengthen the anti-monopoly laws. No mention was made of the Reed-Bulwinkle Act in this connection, although that act has been the subject of recent hearings before a House subcommittee.

The state-of-the-union message, among other things, repeated the President's request of last year in asking repeal of "the Federal statute now governing

labor relations" (Taft-Hartley), and in recommending passage of his civil rights proposals. The President also advocated establishment of a Columbia Valley Authority in the Pacific Northwest.

Says "Ample Funds" Are Available

Reviewing the nation's economic situation in his January 6 economic message, Mr. Truman found that "renewed confidence prevails" in America, and that employment and production, down the first half of the year, were again "moving upward." To continue this trend, the immediate goal for 1950 "should be to regain maximum employment." Emphasizing that the American economy "must expand steadily," the President discussed production, prices, profits, and credit, and found, with reference to the latter, that "ample funds" are available to business for expansion, building new plants, or replacing obsolete equipment. The programs of expansion and modernization undertaken by business since the war represent "a signal achievement by private enterprise," he said as he called for greater business investment to enlarge productive capacity. He said that such investment, in the fourth quarter of 1949, "has not kept pace with the improvement in economic conditions," and that if this situation continues the nation's prospects for full recovery from the early 1949 recession will be "seriously endangered."

Elsewhere in his economic message, the President spoke of the "effective teamwork" between free enterprise and government. He said the events of 1949 "demonstrated anew the basic strength of the American economy," and added that as business conditions "continue to improve," government receipts and expenditures should be brought into balance, with a surplus provided for debt reduction "at the earliest date consistent with the welfare of the country."

In both the state-of-the-union message and the economic message, the President made reference to the "ill-considered tax reduction of the 80th Congress," and to the present unbalanced budget. On the subject of increased taxation, Mr. Truman said he intended to submit proposals for changes in the tax structure designed to "stimulate business activity," and "reduce present inequalities," while yielding a "moderate amount" of additional revenue. He added that the government "is not receiving enough revenue to meet its necessary expenditures," but warned against "budget slashes which would impair our prospects for peace or cripple the programs essential to our national strength."

Economic Review Advocates More Spending

The President, in both messages, again endorsed and asked Congress to authorize the St. Lawrence seaway and power project. There was additional comment on this subject in *The Annual Economic Review*, prepared by the President's Council of Economic Ad-

visers, and sent to Congress along with Mr. Truman's economic message. The council's report said the St. Lawrence project would improve "economic prospects" in its geographical area and added that "For reasons of national security as well as economic development, the seaway is an urgently needed link between the inland centers of our iron and steel industry and foreign sources of ore." This comment was based upon the premise that this country may some day be "heavily dependent" upon imported ore to keep the steel industry operating at capacity.

Other sections of the council's report were an elaboration of the President's economic message. Where the President called for an "expansion of our highways," the economic advisers went on to say it would cost more to maintain present highways over the next decade than it would to replace them. "A good highway costs less all around than a poor highway, because of increased safety and savings in wear and tear on cars and tires. More than half our major highways . . . have already served the major part of their useful lives . . . Out of a needed expenditure for highways of about 4 billion dollars a year over the next decade, approximately one-half should be for replacement."

The advisers also looked over what they termed "High Business Investment Needs" and found "gaps" in the nation's investment structure. "There are particularly industries, such as the railroads," they said, "in which capital needs are very large in relation to earnings and which face especially thorny problems of obtaining either debt or equity capital. Special consideration must be given to certain strategic industries in which expansion desirable for national security calls for larger or more rapid investment outlays than are likely to be forthcoming from private investment."

Truman Favors More Spending on Transport

But budget message says self-supporting set-up is desirable

While recommending the usual appropriations to continue the spending of public funds in the fields of air, highway and water transportation, President Truman said in his annual budget message that "the long-term interests of the general taxpayer will best be served by the development of a balanced transportation system, substantially independent of governmental support." The President also indicated that he has become concerned about the growing subsidy payments to air lines, and recommended "immediate enactment" of

legislation to separate such payments from air-mail compensation.

The message went to Congress on January 9, accompanied by the budget with its proposed appropriations for the fiscal year ending June 30, 1951. Proposed appropriations for continued spending on transport facilities, as well as those recommended for the Interstate Commerce Commission, National Mediation Board, and Railroad Retirement Board, are noted in another article herein. The entire budget set out proposed appropriations totaling \$42.4 billion and estimated receipts totaling \$37.3 billion, thus indicating a fiscal 1951 deficit of \$5.1 billion. In the latter connection, however, the President said he would "shortly recommend to the Congress certain adjustments in our tax laws which will produce some net additional revenue in 1951."

Comments on Sawyer Report

To achieve the objective of making all transportation "substantially independent of government support," the President said, "it is essential that the various promotional and regulatory activities of the government fit together into a unified transportation program aimed at achieving that goal." He went on to note that he had recently received the transportation report which he requested from Secretary of Commerce Sawyer (see *Railway Age* of December 7, 1949, page 51). "That report," the President added, "is now being reviewed within the executive branch, and I shall later transmit recommendations for legislation or other action that may prove appropriate."

Would Continue Air-Line Subsidies

As to the air-line subsidies, the President said it is "difficult to evaluate the cost of this aid in relation to its benefits," because "subsidy is merged with fair compensation for carrying mail." He added that "the recent rise in total air-mail payments—to an estimated level of about \$125 million in 1950—has made it increasingly important that the subsidy element be separately identified." Then came the recommendation for legislation to bring that about, the President continuing to suggest that the subsidies should be paid from funds appropriated to the Civil Aeronautics Board for that purpose. He then had this to say:

"The standard by which subsidy rates are determined under existing legislation may itself merit review in the light of the industry's present stage of development. Setting subsidies on the basis of the carriers' revenue needs may weaken the incentives for managerial economy, thereby increasing the difficulty of effective regulation by the Civil Aeronautics Board. While a considerable gain in efficiency has been realized by the air lines since the end of the war, there are undoubtedly important opportunities for further improvement . . ."

At the same time, the President noted



The new steel tugboat "Newark," built for the Pennsylvania at the R.T.C. Shipbuilding Company's Camden, N. J., yard for use in the port of New York. The boat, first of her type ordered by the railroad since the war and part of a \$1,275,000 program for new floating equipment to serve the P.R.R. in New York harbor, is 105 ft. long, with a beam of 26 ft. and a draft of 12 ft. She is equipped with Sperry radar and a Bell System ship-to-shore mobile telephone for communication with other craft and with the P.R.R.'s tug dispatcher at Pier H, Jersey City, N. J. Designed under the supervision of John Abbott, superintendent of floating equipment for the P.R.R., the boat is propelled by an oil-burning, 3-cyl., double-acting Skinner Uniflow marine engine of 135 r.p.m. and 1,200 indicated horsepower

that he was proposing to give the Civil Aeronautics Administration increased appropriations to be spent on airports and airway facilities. "The continued growth of air transportation," he said in that connection, "depends upon modernization of our airway facilities to permit safe and regular flights under all weather conditions." Previously, the President had said that the aids to air transportation were "consistent with our traditional policy of promoting new forms of transportation"; and that such assistance had "made possible a spectacular development of air transport services, especially during the past decade." In leading into his call for closer scrutiny of direct subsidy payments to the air lines, Mr. Truman said that "although continued aid is required for the present, the industry should be expected to become increasingly self-supporting in the near future."

All of the foregoing was in the message's "Transportation and Communication" section where the President got under way with a statement noting that the federal government has traditionally supplemented private enterprise in these fields. He put at \$1.7 billion the total amount recommended in the budget for such activities in fiscal 1951, saying that this would represent a decline of \$212 million from fiscal 1950—assuming "a reduction of the postal deficit to a reasonable level, through enactment of postal rate increases."

Later on, the President said that the

need for increased postal rates, which he has "repeatedly" recommended, becomes "steadily more urgent." "It is," he added, "unsound and unnecessary for the postal operation to continue as a growing burden on the general taxpayer. Instead, the users of the postal service should as a group pay the full cost of services received. This requires that the postal deficit be limited to the cost of air-line subsidies, government mail, franked mail, and other items properly chargeable to the general revenues."

Wants St. Lawrence Seaway

In discussing the proposed appropriations for rivers and harbors work, the President noted that they would not provide for starting construction on any new project. Here, also, Mr. Truman repeated "most emphatically" his previous recommendations for approval of the St. Lawrence seaway and power project. "Authorization of the seaway, with its related power facilities, is a matter of urgency for our peacetime industry and our national security," he said. "In particular, each succeeding year reduces further our domestic reserves of iron ore, and increases correspondingly the importance of the seaway as a means of economical access to the proven ore deposits in Quebec and Labrador."

As to highways, the President recommended an annual federal-aid authorization for the next two fiscal years of \$500 million—\$50 million above the

level of current authorizations. He also recommended that "increased emphasis" be placed on developing the so-called Interstate Highway System, i.e., the "limited network of routes which is of greatest national importance to peacetime traffic needs as well as to our national defense."

N. M. B. Sees Two Big Labor-Relation Issues

Cites Adjustment Board jam, over-used emergency boards

While claiming another successful year of maintaining industrial peace in the railroad industry, the National Mediation Board, in its latest annual report, has pointed up what it considers to be two major problems. These are, first, the number of threatened strikes arising out of unsettled grievance disputes involving train and engine service employees, and, second, the tendency toward the "indiscriminate" use of emergency board procedures to settle disputes "where other procedures of the law should have been adequate." These matters were discussed in the Board's report for the fiscal year ending June 30, 1949, which was submitted to Congress last week.

The board found that "the tension in labor relations which has characterized the railroad and air-line industries in the postwar years did not lessen during 1949." It noted, however, that there were only six "reportable" strikes during the year, two of these being for less than 24 hours, whereas "in the vast majority of cases the board was able to avert the threatened stoppages." A total of 309 cases were mediated during the year.

"The Most Serious Problem"

Discussing the problem of unsettled grievance disputes, "by far the most serious problem met by the board in the past year," the report said that in only one case did a strike actually take place from this cause. The work stoppage referred to here was the 8-day strike on the Wabash in March, 1949, which was settled following appointment of an emergency board. A similar strike occurred on the Missouri Pacific in September, continuing for 45 days, but was not handled in the N.M.B. report, since it came after the close of the 1949 fiscal year.

These grievance disputes, involving train and engine service employees, normally come under the jurisdiction of the First Division of the National Railroad Adjustment Board. The N.M.B. report notes, in this respect, that "the backlog of pending disputes continues to grow year after year," and that 1949 "marks the fourth successive year in which the National Mediation Board reports that the failure of the First Divi-

sion of the Adjustment Board to function as provided by the Act is the most serious administrative deficiency under the statute." At the end of fiscal 1949 there were 2,842 cases waiting to be heard. Based upon the number of cases heard during the year, this backlog represents nearly 4 years' work, the N.M.B. said, and added that unless a current case status for the First Division can be achieved, "the entire structure of the Railway Labor Act is placed in jeopardy."

One note of optimism was voiced, however, with regard to the Adjustment Board log jam. On May 19, 1949, after several years of on and off negotiations, the five train and engine service brotherhoods and "virtually all of the Class I railroads of the country" made two "notable agreements." One of the agreements revises procedural rules for submitting cases to the division, and the other provides for setting up of two supplemental boards of four men each to handle part of the load. The changes "should go far toward enabling the First Division to keep abreast of its heavy docket," the report said.

Indiscriminate Use of Emergency Boards

In the matter of using Presidential emergency boards to handle disputes, as was done in the 40-hour-week dispute involving railroad non-operating employees and in the Diesel locomotive disputes, the Mediation Board said "it should be realized that an indiscriminate use [of emergency boards] will seriously weaken the proven value of the other procedures of the Act." The report continued as follows:

"To summarize, it may be stated that the basic intent of the law to settle controversies and avoid strikes in the rail and air transportation industries can best be fulfilled: first, by settling as many disputes as possible in direct negotiations and real collective bargaining; second, through the assistance of mediation in effecting a meeting of the minds; and third, in issues not so resolved, through the voluntary acceptance of arbitration by both sides. These three steps should operate to hold to a minimum the necessity for the use of the emergency board procedure. . . . Agreements freely made through genuine collective bargaining, assisted when necessary by mediation, and the voluntary acceptance of arbitration on real and valid issues which cannot be settled otherwise are the real guideposts to industrial peace in the far-flung transportation industry in which the general public is so vitally concerned."

During 1949, 12 emergency boards were created, 11 of them having to do with railroad disputes. Compared to this figure, only 9 arbitration agreements were consummated, "indicating the tendency to progress more and more disputes in such manner that they eventually come before an emergency board." The N.M.B. is of the opinion that mediation is "the most satisfactory method of settling disputes" which threaten to interrupt interstate commerce. When mediation fails, the board pointed out,

the two courses available are arbitration or "exercise of the so-called economic strength of employees," and of these "arbitration is always preferable." Both labor and management are fully aware of the effects of even a minor work stoppage, the report said, in emphasizing the need for more "at-home" bargaining to compose differences.

In discussing mediation problems generally, the board noted "as an interesting recent development" instances where employees have threatened strike action to prevent straight force reductions, which are not prohibited in the working agreements. "Such demands come close to the exercise of the functions of management, in the light of the operating and financial conditions of the carrier involved," was the board's comment on that point.

Other sections of the report were devoted to strikes that occurred during the year. In addition to the above-noted one on the Wabash, the New York, Ontario & Western train and engine service employees struck on April 18, 1949, on the issue of a 10 cents per hour pay raise. Railway Express Agency employees in the New York City area struck in connection with the 40-hr. work week, and the issue eventually was settled through appointment of an emergency board. Other strikes occurred on the Peoria & Pekin Union, where mediation restored service in a few hours, and on the Hudson & Manhattan, where there was a "wild cat" stoppage of a brief time.

The two cases upon which perhaps the most public attention was focused during the year did not result in strikes. They were the 40-hr. work week for non-operating employees, which became effective September 1, 1949, and the question of employing an additional engineer on Diesel-electric locomotives, both of which were handled by Emergency Board proceedings. With reference to the former, the Mediation Board's report classed it as "the most important advance made by railroad workers since 1916 when 8 hours was established as the basic workday for train and engine service employees." On the second issue, it was noted that an emergency board report of April 11, 1949, recommended against employment of a second engineer in the engine room of Diesel-electric locomotives.

In summarizing its year's work, the N.M.B. found that the total number of cases of all kinds handled did not vary materially from the totals of the previous year. This year's total was 449; in 1948 it was 464. As mentioned earlier, 309 of this year's cases were mediation, while 139 were representation cases, and one case involved interpretation of a mediation agreement. The Adjustment Board, First Division, disposed of 731 cases during the year, including 177 withdrawn, 165 decided without a referee, and 389 decided by use of a referee; 1,226 cases were filed with the First Division during the year, and the year-end backlog was 2,842.

Would Allow R. E. A. Another Rate Increase

Examiners recommend I.C.C. approval of 10 per cent rise

Examiners Samuel R. Diamondson and Charles W. Berry have recommended in a proposed report that the Interstate Commerce Commission approve the Railway Express Agency's proposal to increase its first and second class l. c. l. rates by 10 per cent. The proceeding is Ex Parte No. 169, and evidence reviewed in the report indicates that the proposed adjustment would improve R.E.A.'s financial position by about \$30,000,000 a year.

While the Agency expects to lose some business, it calculates that its annual gross revenue would nevertheless be up by about \$1,200,000 while the smaller volume of traffic would be handled at about \$28,800,000 less expense. The estimates are based on an annual volume of 100 million l. c. l. shipments, a drop of about 5.6 million shipments from the 1949 level.

Would Up "Express Privilege" Payments

The additional net would increase R.E.A.'s so-called "express privilege" payments to the railroads. In that connection, the proposed report has a table of estimates indicating that the express privilege payments, on an annual basis, would still fail by \$97,297,000 to meet railroad costs of handling the traffic. This makes no allowance for return on investment or federal income taxes, on which basis the deficiency would be \$139,900,000.

Indicating that they consider the estimates reasonable, the examiners said the evidence was "convincing that so long as parcel post rates are maintained at their present levels considerably below the cost of service, it may not reasonably be expected that the l. c. l. express shipments will exceed the estimated volume." A table of comparative rates showed that, with few exceptions, the present express rates exceed parcel post rates for all shipments weighing up to 70 lb., the maximum accepted in parcel post service. The proposed increase would give the parcel post service a substantial rate advantage on all business it handles.

The proposal is based on increases in costs which have occurred since the last previous rate rise early this year—principally the 7 cents per hour wage increase and the 40-hr. week which the Agency's employees got after those concessions had been won by railroad non-operating employees. The increases in first-class rates on 100-lb. shipments would range from 19 cents for a 12½-mi. haul to \$1.83 for a 3,900-mi. haul, i.e., the 12½-mi. rate would go up from \$1.93 to \$2.12, while the 3,900-mi. rate would rise from \$18.32 to \$20.15. The like percentage increase in second-class rates would be effected by adjusting

them to continue their present 75-per-cent relationship to the first-class rates.

Typical Rate Examples

Comparisons of present and proposed charges for 100-lb., first-class shipments from New York are as follows, the first figure in each case being the present charge and the second what the charge would be under the proposed rates: To Philadelphia, Pa., \$2.81 and \$3.09; to Chicago or Atlanta, Ga., \$6.66 and \$7.33; to St. Louis, Mo., \$7.32 and \$8.05; to Dallas, Tex., \$10.18 and \$11.20; to Denver, Colo., \$11.28 and \$12.41; to Los Angeles, Cal., or Seattle, Wash., \$15.51 and \$17.06; to San Francisco, Cal., \$15.84 and \$17.42.

In dealing with contentions of protestants that increased volume should be sought through rate reductions, the examiners said that such a plan "is not a panacea for all difficulties that may confront a common carrier"; that it "is not a profitable practice or sound economically where the additional revenue fails to cover out-of-pocket costs." Previously they had discussed figures indicating a decrease in the productivity of Express Agency employees, as measured by the average number of shipments handled per man-hour. "A further effort should be made to improve that condition," they advised.

They also referred to complaints made at the hearings about R.E.A. services, noting that the Agency's officers had admitted that there was justification for such complaints. These officers gave assurances, however, that every effort was being made to correct conditions causing dissatisfaction and otherwise improve the service.

"A high standard of reliable and fast

service are elements necessary to animate and sustain the Express Agency," the proposed report continued. "Its failure to meet the high quality of service demanded by shippers is undoubtedly one of the causes of the decline in volume of traffic . . ."

11 Months' Net Income Totaled \$353,000,000

Net railway operating income was \$615,155,039

Class I railroads in the first 11 months of 1949 had estimated net income, after interest and rentals, of \$353,000,000, compared with \$654,000,000 in the corresponding period of 1948, according to the Bureau of Railway Economics of the Association of American Railroads. The 11-months' net railway operating income, before interest and rentals, was \$615,155,039, compared with \$937,720,822.

Estimated results for November, 1949, showed a net income of \$54,000,000, compared with \$63,000,000 for November, 1948, while net railway operating income for the 1949 month was \$75,582,128, compared with \$84,067,641 in November, 1948. In the 12 months ended with November, the rate of return averaged 2.88 per cent, compared with 4.43 per cent for the 12 months ended with November, 1948.

Gross in the first 11 months of 1949 amounted to \$7,869,491,773, compared with \$8,865,258,509 in the same period of 1948, a decrease of 11.2 per cent. Operat-



A new New York Central bridge crossing Wheeling & Lake Erie (New York, Chicago & St. Louis) tracks at Huron, Ohio, makes use of A. M. Byers Company wrought iron blast plates as understructure protection against smoke

CLASS I RAILROADS—UNITED STATES MONTH OF NOVEMBER		
	1949	1948
Total operating revenues	\$ 704,805,862	\$ 825,345,504
Total operating expenses	537,354,373	637,486,751
Operating ratio		
—per cent	76.24	77.24
Taxes	77,190,410	90,305,379
Net ry. op. income (Earnings before charges)	75,582,128	84,067,641
Net income, after charges (est.)	54,000,000	63,000,000
ELEVEN MONTHS ENDED NOVEMBER 30, 1949		
Total operating revenues	\$7,869,491,773	\$8,865,258,509
Total operating expenses	6,323,494,404	6,822,987,875
Operating ratio		
—per cent	80.35	76.96
Taxes	777,235,706	946,933,675
Net ry. op. income (Earnings before charges)	615,155,039	937,720,822
Net income, after charges (est.)	353,000,000	654,000,000

ing expenses amounted to \$6,323,494,404 compared with \$6,822,987,875, a decrease of 7.3 per cent.

Twenty-six Class I roads failed to earn interest and rentals in the 11 months, of which 12 were in the Eastern district, 4 in the Southern region, and 10 in the Western district.

Eastern District

Class I roads in the Eastern district in November, had an estimated net income of \$18,000,000 compared with \$25,000,000 in November, 1948. In the 11 months, their estimated net income, was \$95,000,000 compared with \$252,000,000 in the same period of 1948. Their net railway operating income in November amounted to \$27,798,467 compared with \$35,228,235 in November, 1948. In the 11 months they had a net railway operating income of \$237,696,804 compared with \$403,261,346 in the same period of 1948.

Gross in the Eastern district in the 11 months totaled \$3,478,296,516, a decrease of 13.9 per cent under the same period of 1948. Operating expenses totaled \$2,870,311,334, a decrease of 9.8 per cent.

South Did Well in November

Class I roads in the Southern region in November had an estimated net income of \$7,000,000 compared with \$7,000,000 in November, 1948. In the 11 months, their estimated net income was \$52,000,000 compared with \$86,000,000 in the same period of 1948. In November they had a net railway operating income of \$11,002,536 compared with \$10,817,492 in November, 1948. Their net railway operating income in the 11 months amounted to \$93,070,877 compared with \$126,606,769 in the same period of 1948.

Gross in the Southern region in the 11 months totaled \$1,080,698,188, a decrease of 10.4 per cent compared with the same period of 1948, while operating expenses totaled \$866,778,731, a decrease of 7.7 per cent.

Class I roads in the Western district in November had an estimated net income

of \$29,000,000 compared with \$31,000,000 in November, 1948. Their estimated net income in the 11 months was \$206,000,000 compared with \$316,000,000 in the same period of 1948. Their net railway operating income in November, amounted to \$36,781,125 compared with \$38,021,914 in November, 1948. In the 11 months they had a net railway operating income, of \$284,387,358 compared with \$407,852,707 in the same period of 1948.

Gross in the Western district in the 11 months totaled \$3,310,497,069, a decrease of 8.5 per cent compared with the same period of 1948, while operating expenses totaled \$2,586,404,339, a decrease of 4.3 per cent.

Delays Cut in Rates On Wool and Mohair

The Interstate Commerce Commission has postponed, from February 10 to April 10, the effective date of its October 20, 1949, order prescribing general reductions in freight rates on wool and mohair (see *Railway Age* of October 29, 1949, page 51).

Rutland Marks Centennial Of Its First Train

To mark the centennial anniversary of the operation of the first train over the completed line of its principal predecessor company, the Rutland has issued a 20-page pamphlet reviewing its corporate history. The train, the pamphlet states, ran on December 18, 1849, from Burlington, Vt., to Bellows Falls over the Rutland & Burlington, which had been originally chartered on November 1, 1843, as the Champlain & Connecticut River, a name changed in 1847 to Rutland & Burlington.

Around 1900 the company extended its line north from Burlington to Rouses Point, N. Y., building several fills—including one of more than three miles—between the large Lake Champlain islands which it crosses. At various times it has also absorbed a number of other connecting lines, including the Bennington & Rutland, the Chatham & Lebanon Valley and the Ogdensburg & Lake Champlain. Prior to 1916, the Rutland and the O. & L. C., through subsidiary transit companies, operated steamers on the Great Lakes as far west as Chicago.

"Records indicate," the company's booklet states, "that in 1852 the first train in the United States ever to be moved under orders received by telegraph was operated over the Rutland and Burlington Railroad It is said that the first refrigerator car actually built and put into service on any American railroad was placed in operation on the Northern Railroad (later the Ogdensburg and Lake Champlain Railroad and now a part of the Rutland) in the summer of 1851, within less than a year after this road was placed in operation."

The present Rutland has been in receivership since May 5, 1938, but a plan

of reorganization has been approved and reorganization managers were appointed on September 9, 1949, to put it into effect.

Another Chicago Judge Attacks Out-of-State Suits Against RRs

A judge of the Illinois superior court at Chicago has dismissed a personal injury suit against the Kansas City Southern, wherein a brakeman sought damages in connection with an accident which occurred at Stilwell, Okla., approximately 650 mi. from Chicago. The decision, and accompanying opinion by Judge Edwin A. Robson, is similar to that handed down in January, 1949, by Judge Samuel Epstein, who scored the practice of out-of-state persons filing personal injury suits against railroads in the Chicago courts with the idea of obtaining larger damage payments. (See *Railway Age* of February 5, 1949, page 128.)

In his opinion, Judge Robson observed that the plaintiff resides some 700 mi. from Chicago and that the defending railroad has its principal office over 500 mi. from Chicago. He pointed out that the court was 2½ years behind in the call of its calendar and that acceptance of such out-of-state suits would make Chicago courts the "Reno" for cases under the Federal Employers Liability Act.

Will Hear Argument On Interim Mail Pay

The Interstate Commerce Commission will hear oral argument January 26 at Washington, D.C., on the railroad's motion to raise, from 25 to 60 per cent, their interim increase in rates for handling mail. The motion was filed March 31, 1949, in the No. 9200 proceeding wherein the carriers are seeking a permanent mail-pay increase of 95 per cent (see *Railway Age* of January 7, page 268).

The commission's notice of the oral argument said that action on the motion had been deferred at the request of the carriers, pending "certain field tests . . . to obtain data for use in determining the costs of the service, and other purposes." In December, the railroads asked that a hearing be held on the motion, while the Post Office Department asked for oral argument.

M. P. to Complete Dieselization Of 5 Divisions with New Units

Receipt by the Missouri Pacific Lines of the 63 freight, passenger and switching locomotives authorized on December 28, 1949, as reported in the *Railway Age* of December 31, will bring to five the number of divisions completely Dieselized and to 13 the number of divisions partially Dieselized. P. J. Neff, chief executive officer of the M. P., said the new locomotives will permit replacement of 113 steam units which normally would

have to undergo heavy repairs in 1950 and 1951 at a cost of over \$1,000,000.

Mr. Neff estimated annual net savings through increased use of Diesel power at \$2,372,774 for the M. P. System.

The authorization includes 77 Diesel units, as follows: (freight) 27 1,500-hp., two 3,000-hp. (two units) and five 4,500-hp. (three units); (passenger) two 1,500-hp., four 2,000-hp. (one unit) and two 4,000-hp. (two units); and (switching) 16 1,000-hp. and five 1,500-hp.

Acquisition of the new power will bring about use of Diesels exclusively on the M. P.'s White River division, from Carthage, Mo., to Newport, Ark.; its Northern Kansas division, from Atchison, Kan., to Lenora, including branch lines in southern Nebraska; and its Southern Kansas division, from Osawatomie, Kan., to Wagoner, Okla., and from Nevada, Mo., to Arkansas City, Kan. Partial Dieselization will be effected between Wagoner and Little Rock, Ark.; between Bald Knob, Ark., and Memphis, Tenn.; and between St. Louis, Mo., and Omaha, Neb.

Passenger service on the White River route between Kansas City, Mo., and Memphis will be Dieselized under the new program and partial Dieselization will be made of yard switching at Omaha and at Alexandria, La. On the Texas properties the new purchase is to result in scheduling of all through freight trains with Diesel power.

Completely Dieselized at present are the Central Kansas and Colorado divisions, from Osawatomie to Pueblo, Colo., more than 600 mi., the main passenger and freight routes between St. Louis and Arkansas, Louisiana and Texas, and the M.P.'s Texas & Louisiana lines between Baton Rouge, La., Houston and Brownsville, Tex.

Thacher Succeeds Parkes as Vice-President of N.A.M.

Holcombe Parkes, vice-president in charge of public relations of the National Association of Manufacturers at New York, will resign from that position on February 6, to become executive vice-president of the Apex Film Corporation of Los Angeles, Cal.

Mr. Parkes will have offices in both Los Angeles and New York, and will be primarily responsible for the promotion, writing and production of industrial and public relations films for the Apex Corporation. He will be succeeded as public relations staff head at N.A.M. by John T. Thacher, assistant to the vice-president, who becomes acting director of public relations to continue the program with which he has been identified since January, 1947. No other changes in the N.A.M. staff are contemplated.

C. A. Putnam, who took office on January 1 as president of the N.A.M., is president of the Markem Machine Company, of Keene, N. H., makers of power-driven marking and identifying devices used in the railroad equipment manufacturing industries.

TO EMPHASIZE LEADERSHIP IN PRIVATE ENTERPRISE

"While we have been doing a job—I think a creditable job—in carrying people and things from place to place—operating as a true common carrier in the old-fashioned system of free enterprise—our competitors—often with their hands in the public purse—have been utilizing every possible skill in outwitting the railroads. . . .

"If our competitors had to operate on the self-supporting basis of the railroads, their rates would have to be increased to a much larger degree, and those services which they appear to offer 'cheaply' could be economically justified only for special needs.

"Therefore, the job we must do today, equally important with our operating responsibilities as transportation men, is to bring facts in this impending transportation crisis home to shippers, consumers and to the public at large. If we fail in that job, we may as well toss overboard the hopes we have about future development of privately operated railroad transportation in this country . . . because failure to tell this story, and to make the public understand, may well result in a drastic curtailment of railroad service throughout the country.

"Worse yet, nationalization of the railroads might be forced upon us with the result that we would become no more than an army of civil service clerks in a system where service to shippers would be no longer a competitive matter and a challenge to us, but merely subject to the whims of the politician. . . .

"When we, as agents of the railroads, go out to sell ourselves—and all of us are salesmen—we must make it clear that the railroads have something to sell beside space in freight cars and accommodations in passenger trains—we must emphasize leadership in the private enterprise system. To the degree that we make clear our greater efficiency—our inherent efficiency—and leadership in that system, and our community of interest with the public—and couple this with an ever improving standard of service—we are carrying out our share in a forthright and honest campaign for

preservation not only of our jobs, but the greater welfare of our country. . . .

"There is little comfort in statistics showing that our business is greater than it was in years gone by, because the demands of modern service in an expanding economy and a doubling of our costs have put the railroads into a far higher expense bracket. Our traffic may be greater, but our net income is less—in fact, it is now dangerously low. Neither can we satisfy our pride by looking at the unparalleled wartime records of the railroads, because there is little nourishment to be found in the present situation when subsidized competition threatens to put us 'on the shelf' until another war comes along.

"This is what we have to fight—being shelved because the public is mistakenly led to believe by persistent propaganda that we are fine in a crisis but out-dated in normal business and economic life. We cannot remain vigorous if we are to be considered only as a stand-by service. . . .

"Transportation is at its crossroads—at a crisis, if you will—because of the gradual creation of a system in which government no longer merely regulates transportation but actually determines competitive factors by its diversion of tax funds to subsidies for certain carriers. These are not little doles of money here and there to temporarily assist weak links for ultimate public good. Vast sums are involved. . . .

"There can never be really economical transportation in this country until shippers, consumers and taxpayers can determine the true costs of transportation services and evaluate the contribution made by each mode on its basis of rates reflecting true costs. The alternative will be an increasing confusion of waste and inefficiency that has marked state-subsidized business throughout history."

—Excerpts from a December 15 address before the Central Railway Club of Buffalo, N. Y., by Fred N. Nye, assistant to general freight traffic manager, New York Central System.

Mr. Parkes was born at Mt. Vernon, Ill., on March 14, 1896, and was educated at the University of Illinois. He began his career prior to World War I by working during and between school sessions for both railroads and newspapers. During the first World War he served in the French Army, and was later a lieutenant of infantry in the United States Army. Between services in the two armies, he was wire editor of the Associated Press at Chicago and bureau manager at Green Bay, Wis. From 1919 to 1923, Mr. Parkes was associate editor of *Railway Age* at Chicago, being employed at the same time in public relations work for the western railroads and the Association of Railway Executives. In April, 1923, he was employed by the Norfolk & Western to establish and edit the company magazine at Roanoke, Va. In 1928

he also organized and was appointed manager of the railroad's advertising-publicity department, continuing for the following eight years in the triple role of editor, advertising manager and publicity director. In late 1935 and early 1936 he served in an advisory capacity on the development of the public relations program of the Association of American Railroads. He was subsequently granted a leave of absence from his duties on the N. & W. (July 1, 1936) to become associate director of public relations of the A.A.R. at Washington, D. C., continuing to serve the N. & W. as an advisor on activities formerly under his jurisdiction on that road. On November 15, 1941, he was appointed assistant to the president of the Southern at Washington and shortly thereafter was also elected secretary of the Southeastern Presidents' Conference.

On September 1, 1945, Mr. Parkes was appointed vice-president, public relations, of the N.A.M. at New York.

Mr. Thacher was born at Syracuse, N. Y., on December 20, 1912, and was educated at Yale University. After his graduation in 1934, Mr. Thacher was employed by the Port of New York Authority as a public relations assistant. Subsequently, he joined the New York Central as research assistant in the president's office, later becoming employment supervisor and assistant to the vice-president, personnel and public relations. During this period he was also retained by the A.A.R. to conduct research in the field of railroad personnel practices for the Railroad Committee for the Study of Transportation. Mr. Thacher joined the N.A.M. in January, 1947, as program director in the public relations division. A year and a half later he was appointed assistant to the vice-president, public relations.

Plant Maintenance Show in Cleveland on January 16-19

The first national "Plant Maintenance Show" will be held in the Cleveland, Ohio, auditorium on January 16-19, concurrently with the first Plant Maintenance Conference, which is sponsored by the American Society of Mechanical Engineers and the Society for the Advancement of Management.

Forwarders Fined

The Interstate Commerce Commission has been advised that 11 freight forwarders have been fined \$1,000 each after pleading *nolo contendere* in the United States District Court for the Southern District of California to charges of granting concessions to shippers by failing to collect freight charges within the time prescribed by the I.C.C. The commission's notice, issued by Secretary Bartel, listed the defendants as follows: Acme Fast Freight; J. R. McIntyre, doing business as Coast Carloading Company; International Forwarding Company; Merchant Shippers Association; Pacific & Atlantic Shippers' Association; Republic Carloading & Distributing Co.; Superior Fast Freight; Universal Carloading & Distributing Co.; Wells Fargo Carloading Company; Western Carloading Company, and Westland Forwarding Company.

35.9 Million Cars Loaded Last Year; 15.9% Below 1948

Loading of revenue freight on railroads of the United States totaled 35,909,741 cars in 1949, according to the Association of American Railroads. This was a reduction of 6,809,087 cars, or 15.9 per cent, compared with 1948 and the smallest number of cars loaded in any of the past 10 years.

"Freight traffic in 1949 was handled with an all-time record efficiency," the A.A.R. statement said. "Not only was

	1949	1948	Per cent Increase	Per cent Decrease
Grain and grain products.....	2,583,900	2,467,951	4.7	
Livestock.....	551,124	629,675		12.5
Coal.....	6,217,387	8,689,810		28.5
Coke.....	588,181	739,164		20.4
Forest products.....	1,952,294	2,348,139		16.9
Ore.....	2,210,337	2,700,777		18.2
Merchandise, L. C. L.....	4,588,485	5,457,077		15.9
Miscellaneous.....	17,218,033	19,686,235		12.5
TOTAL.....	35,909,741	42,718,828		15.9

the average speed of freight trains from terminal to terminal higher than ever before, but also the average freight train turned out a new high record in net ton-miles of transportation service per hour."

The 1949 and 1948 loadings by commodities are compared in the table.

I. C. Adopts 50,000 Employee Suggestions, Pays \$600,000

The more than 50,000 employee ideas adopted by the Illinois Central since inauguration of its suggestion system in 1939 have "made the I. C. a better railroad in many ways," Wayne A. Johnston, president, said last week as the twelfth year of the program got underway. In excess of \$600,000 has been paid to employees for their suggestions.

Mr. Johnston pointed out that the adopted ideas have "improved operations in the shops and roundhouses, on the track, in train yards and on the line, as well as in the offices. All add up to better service, together with greater safety, improved housekeeping and better working conditions." In calling on the I. C. suggestion system to adopt "Do It Better in 1950" as the suggestion goal for the coming year, Mr. Johnston observed: "One of the ways we all can do more is in our thinking, because ideas are basic to progress. Whatever the job may be, we must do it better in 1950 to meet the challenge of competition."

Need Seen for Professional Status in Traffic Management

It is time steps were taken toward establishing and setting up real "professional standards" in the field of traffic management, Dr. John H. Frederick, professor of transportation at the University of Maryland and consultant for the Transportation Association of America, told a January 10 meeting of the Society for the Advancement of Management in Washington, D.C.

Dr. Frederick said that professionalization is needed in traffic management because "it will establish and then maintain essential and uniform standards of practice," and will be a move toward "better standards and more efficient and economical transportation." He said that traffic management has already developed a "group consciousness," and that the foundation for making it a profession has been laid, but added there is still a need for someone to suggest with exactness just what the professional standards should be. He said that while traffic management may not

be a "profession" such as medicine or law, it does have much in common with other groups that have achieved professional status, such as engineers, architects, and accountants.

November Accident Statistics

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for November and last year's first 11 months. The compilation, which is subject to revision, follows:

Item	Month of November 1949	November 1948	11 months ended November 1949	11 months ended November 1948
Number of train accidents*.....	614	881	7,797	10,939
Number of accidents resulting in casualties.....	36	42	438	558
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed.....	88	78	1,161	1,270
Injured.....	62	77	1,022	1,047
Passengers on trains:				
(a) In train accidents:				
Killed.....	3	44	492	901
Injured.....	1	3	16	22
(b) In train-service accidents:				
Killed.....	126	155	1,833	2,408
Injured.....	3	1	7	8
Travelers not on trains:				
Killed.....	67	77	699	919
Injured.....	27	31	363	510
Employees on duty:				
Killed.....	1,516	2,340	20,208	28,359
Injured.....	175	167	1,444	1,572
All other non-trespassers:**				
Killed.....	562	611	4,949	5,814
Injured.....	294	280	2,997	3,401
Total - All classes of persons:				
Killed.....	2,336	3,304	29,203	39,448
Injured.....	2,336	3,304	29,203	39,448

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than \$250 to railway property in 1948. Beginning January 1, 1949, this minimum was raised to \$275. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other non-trespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and non-trespassers, were as follows:

Persons:				
Killed.....	173	143	1,329	1,418
Injured.....	420	425	3,259	3,699

Ex-Auditor Gets 3-Year Probation

The Interstate Commerce Commission has been advised by the U. S. Attorney at Knoxville, Tenn., that on December 8, 1949, in the U.S. District Court, R. F. Burnett, former auditor of the Smoky Mountain, pleaded *nolo contendere* to

a 7 count indictment charging him with making false entries in the railroad's accounts and annual reports. The commission's notice, issued by Secretary Bartel, said that the defendant has been placed on probation for a period of three years.

Would Keep Friend as Loco. Bureau's Assistant Director

President Truman has again submitted to the Senate his nomination of James E. Friend for the position of assistant director of the Bureau of Locomotive Inspection, Interstate Commerce Commission. Mr. Friend has been serving in the position since October 31, 1949, the President having given him a recess appointment after the previous session of Congress had adjourned without Senate action on the nomination.

At the time of his appointment, Mr. Friend was a district inspector of the bureau with headquarters at Memphis, Tenn. His original appointment to the assistant directorship was pending before the Senate committee on interstate and foreign commerce at the time of adjournment. At hearings before that committee, Mr. Friend was opposed by the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen & Enginemen, but was supported by the Railway Employees Department, American Federation of Labor, the International Association of Machinists and the International Brotherhood of Boilermakers. Under his recess appointment, he is serving "at the pleasure of the President," but not longer than the end of the present session of the Senate. (See *Railway Age* of November 5, 1949, page 80.)

Revision of Signal Rules Proposed by the I.C.C.

The Interstate Commerce Commission has served upon the railroads a proposed revision of the signaling rules, standards, and instructions which have been in effect since 1939. The rules were promulgated pursuant to the so-called Signal Inspection Act of 1937, provisions of which are now embodied in section 25 of the Interstate Commerce Act.

The notice of the proposed revision was a January 6 order whereby the commission's Division 3 instituted an investigation, docketed as Ex Parte No. 171, for the purpose of making the revision. An appendix to the order set out the proposed new rules which were framed in the light of discussions at conferences which representatives of the commission's Bureau of Safety held with representatives of the railroads and other interested parties, principally the railroad labor organizations.

In stating the reason for the investigation, the order noted that the present rules have been in effect "for more than 10 years," and then added: "Experience has shown that some of them should be eliminated and others clarified, and that in some respects said Rules, Standards,

and Instructions are incomplete and inadequate to carry out the purpose of section 25 of the Interstate Commerce Act." Generally, the proposed revision is designed to bring the rules into line with current practices; and its effect would be to require some modernization of facilities.

As the order stipulates, the proposal is subject to any change that may be made as a result of the investigation, which will be conducted on the basis of written submissions by interested parties. The "special rules of practice" attached to the order fix March 15 as the date by which the "evidence-in-chief" of all parties must be filed with the secretary of the commission in the form of verified statements. Non-railroad parties must supply copies of their statements to the railroads by February 15. Notice of objections to receipt in evidence of any verified statement, or part thereof, will be due April 1, while rebuttal evidence must be submitted by April 15. The latter is also the date by which all notices of desires to cross-examine witnesses must be filed.

O'Neill Reappointed To Mediation Board

President Truman has reappointed Francis A. O'Neill, Jr., to membership on the National Mediation Board for a new three-year term, beginning February 1 and expiring February 1, 1953. The appointment was submitted to the Senate on January 5.

Mr. O'Neill, who is now serving as board chairman, has been a member since March, 1947, when he succeeded H. H. Schwartz.

Improve "Seminole" Service

Faster service and more convenient schedules between Chicago and Florida on the "Seminole," daily train operated by the Illinois Central in cooperation with southern roads, will become effective on January 15, according to G. R. Kimbel, passenger traffic manager. Also to be provided is overnight service between Chicago and Birmingham, Ala., and improved connections to and from points in states north, northwest and west of Chicago.

The "Seminole" will leave Chicago at 4 p. m. instead of 10:10 p. m. and reach Birmingham at 8:30 a. m. the next morning instead of 4:10 p. m. The Chicago-Miami, Fla., sleeping car will arrive in Miami at 7 a. m. the second morning, and through sleeping cars from Chicago to St. Petersburg, Fla., and Sarasota will likewise arrive at those points the second morning.

Freight Car Loadings

Loadings of revenue freight in the week ended January 7, which included the New Year's day holiday, totaled 506,947 cars, the Association of American Railroads announced on January 12.

This was an increase of 11,313 cars, or 2.3 per cent, over the previous week (which included the Christmas holiday), a decline of 214,560 cars, or 29.7 per cent, below the corresponding week last year (which did not include a holiday), and a decrease of 323,863 cars, or 39 per cent, under the equivalent 1948 week (which also did not include a holiday.)

Loadings of revenue freight for the week ended December 31, which included the Christmas holiday, totaled 495,634 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, December 31			
District	1949	1948	1947
Eastern	94,813	115,427	120,191
Allegheny	111,400	128,754	145,040
Poconos	31,297	40,594	57,001
Southern	81,110	92,508	124,660
Northwestern	53,754	63,966	69,820
Central Western	81,405	91,273	106,945
Southwestern	41,855	52,088	58,452
Total Western Districts	177,014	207,327	235,217
Total All Roads	495,634	584,510	682,119
Commodities:			
Grain and grain products	32,464	36,848	37,445
Livestock	6,244	8,114	9,613
Coal	90,190	123,602	169,555
Coke	11,881	15,131	14,465
Forest products	23,281	23,022	34,857
Ore	10,484	9,430	10,380
Merchandise l.c.l.	62,781	74,172	86,128
Miscellaneous	258,309	294,291	319,676
December 31	495,634	584,510	682,119
December 24	623,303	608,699	599,354
December 17	639,723	754,552	832,130
December 10	668,825	782,913	854,159
December 3	693,923	804,172	878,588
Cumulative total			
52 weeks	35,909,741	42,718,828	44,496,879

In Canada.—Carloadings for the week ended December 31 totaled 49,063 cars, compared with 65,314 cars for the previous week, and 52,419 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
December 31, 1949...	49,063	24,520
January 1, 1949....	52,419	27,323
Cumulative totals for Canada:		
December 31, 1949...	3,906,655	1,597,056
January 1, 1949....	4,038,456	1,790,081

Revives Cut in Coal-Burning Passenger Locomotive Mileage

Under Service Order No. 845, railroads without more than 25 days' supply of fuel coal have been required by the Interstate Commerce Commission to reduce their coal-burning, passenger-service locomotive mileage by 33½ per cent. The order, effective at 11:59 p.m. January 8, was issued as the labor dispute in the coal industry continued to keep bituminous mines on curtailed production schedules.

The order is like the one which was in effect from October 25, 1949, until November 20, 1949, except that the reduction required is 33½ per cent whereas the earlier order (No. 843) called for a 25 per cent cut. Meanwhile, the commission has taken no action to require a reduction of freight service, and Chairman Johnson said on January 5 that he



600,000 since 1939, while airways, waterways and highways, all subsidized by the tax dollars of the terminal's patrons, have cut heavily into the revenues of self-supporting, tax-paying railroads

Opposition from a portion of the public using New York's Grand Central Terminal has resulted in suspension there of public address system broadcasting of music, news and commercial announcements. Copies of a four-page leaflet—the cover of which is reproduced here—explaining how the public address system was helping defray the skyrocketing costs of services provided for the public by the terminal have been distributed on New York Central trains. The leaflet pointed out that costs for the various services have jumped \$7,-

did not anticipate it would be necessary to do so.

It was estimated at the Association of American Railroads that about 40 roads were immediately affected by the order, i.e., that they did not have more than 25 days' supply of fuel coal. Also, it was pointed out that only about 27 per cent of the total passenger service is being operated by coal-burning locomotives. Thus the full impact of the order would result in a cut of about 9 per cent of total service. Estimates of the immediate effect put the cut at about 5 per cent, and the daily saving of coal at about 4,000 to 5,000 tons. The required reductions apply to locomotive mileage operated on December 1, 1949, and the order is scheduled to expire at 11:59 p.m. March 8 unless otherwise modified.

In compliance with the order the Atlantic Coast Line discontinued and rearranged passenger-train service to reduce its daily coal-burning passenger locomotive miles by 1,455. The Baltimore & Ohio discontinued 17 trains and reduced service on 4 others. The Canadian National has decided not to go beyond the 25 per cent reduction in passenger-train service announced last December 28, which included cancellation of the "Ocean Limited" between Montreal, Que., and Halifax, N. S., and of overnight service between Halifax and St. John, N. B. Canadian Pacific trains are not affected by the order, although, a C.P.R. spokesman said, some changes might become necessary if American trains connecting

with Canadian Pacific trains at border points are curtailed. The C.P.R.'s Montreal, Que.-Boston, Mass., trains are Diesel operated and its trains in Maine are coaled in Canada. The Central of New Jersey, which has less than a 10-day supply of coal, discontinued 37 weekday trains, 24 Saturday trains and 20 Sunday trains. The Delaware, Lackawanna & Western reported it had enough coal to escape the effect of the order, as did the New York, New Haven & Hartford. The Lehigh Valley no longer operates any steam passenger service.

At least 28 trains have been cancelled by the Erie. The Long Island dropped 16 weekday trains. Many of the 147 trains discontinued by the New York Central were in local main-line or branch-line operation, but included 10 in commuter service between Chicago and Gary, Ind., and Chesterton. The Pennsylvania has dropped or curtailed service on 100 trains, including three Chicago suburban trains and nine through trains operating in and out of Chicago. Six trains were cancelled by the Seaboard Air Line and 28 by the Southern. The Boston & Maine and the Maine Central have not cut their passenger service. Two local trains were discontinued by the Central Vermont. The total number of trains affected in all parts of the country was about 650.

Eighty-six suburban and 87 through or secondary trains of four Chicago railroads were affected (discontinued, consolidated, had mileage reduced or stops

added) as a result of the commission's order. The order hit 49 suburban trains of the Chicago & North Western, 21 of the Chicago, Milwaukee, St. Paul & Pacific and 16 of the Chicago, Rock Island & Pacific. The suburban service of the Illinois Central, being electrified, was unchanged, but 17 of the road's through or secondary trains were affected. The Chicago, Burlington & Quincy reported no significant change in its schedules.

Through or secondary trains hit by the cut-back included 31 for the North Western, 33 for the Milwaukee and 6 for the Rock Island.

In stating that he did not think it would be necessary to cut freight service in the immediate future, I.C.C. Chairman Johnson said he would be "most reluctant" to order such a cut. He said it would bring difficulties in the way of congestion and situations wherein some roads using Diesel power would be handling freight which could not be handled by roads using coal-burning steam locomotives.

Under such circumstances, the chairman also said, any thought of a cut in freight service was speculative; and he predicted that, if further conservation were called for, another reduction in passenger service would perhaps precede, or accompany, any cut in freight service. He further revealed that he is keeping in close touch with the situation by meetings held twice a week with interested parties, including representatives of the A.A.R. and the National Coal Association.

Put Budd Rail Diesel Car in 10-Day Trial Service on W. P.

The Western Pacific will place into service on January 17, for a 10-day trial period, the self-propelled Diesel rail car manufactured by the Budd Company (described in detail in the *Railway Age* of September 17, 1949, page 68). The car, designated as RDC-1, is to be tried on the W. P.'s 600-mi. line between Portola, Cal., and Salt Lake City, Utah, and will operate on the schedule of the road's trains No. 1 and 2. Passengers to stations beyond the aforementioned cities will change to regular trains at these points.

OVERSEAS

Netherlands.—The Netherlands Railways will acquire this year 25 105-metric-ton electric locomotives at a total cost of about \$6,250,000. The Westinghouse Electric International Company will furnish control equipment, gears and pinions and auxiliary equipment such as blowers, blower motors and charging generators. Traction motors will be built in Holland to Westinghouse

design and under Westinghouse license. The locomotives themselves will be built by Heemaf, N. V., of Hengelo, Holland, in association with Werksboor. Baldwin Locomotive Works will supply the main truck parts and design information for trucks and cabs. The American portion of the equipment will be shipped during the last six months of 1950.

Pakistan.—This country's Ministry of Communications will accept until February 15 bids for manufacture and delivery of meter-gage, jute-covered, 4-wheeled freight cars of the M.C.J. type to be used on the East Bengal Railway, according to a recent issue of Foreign Commerce Weekly. A set of specifications is available on a loan basis from the Commercial Intelligence Branch, Department of Commerce, Washington 25, D. C. Sealed bids should be sent to the ministry's Director General of Railways, Railway Division, Karachi, Pakistan.

Turkey.—A program to convert from coal to oil fuel all locomotives on the Turkish State Railways east of Sivas and Fezipasa has been announced, according to a recent issue of Foreign Commerce Weekly. The cost is estimated at 10,000,000 Turkish pounds (one Turkish pound equals \$0.357), of which about 7,000,000 Turkish pounds will be spent abroad. The plan involves some 60 locomotives, construction of oil-storage facilities for approximately 10,000 tons of crude oil at 10 different locations, purchase of 80 tank cars and alterations to roundhouses and shops.

EQUIPMENT AND SUPPLIES

\$561,000,000 of Rolling Stock Orders Predicted for 1950

The 1950 outlook for builders of railroad locomotives and cars looks brighter than did the outlook for 1949 at the close of 1948, according to a forecast of the Office of Domestic Commerce of the United States Department of Commerce. The forecast estimates that 2,500 locomotive units (costing about \$330,000,000), 42,500 freight-train cars (costing approximately \$195,000,000), and 275 passenger-train cars (costing about \$36,000,000), will be ordered during the current year.

FREIGHT CARS

3,330 Freight-Train Cars Delivered in December

Freight-train cars for domestic use delivered in December totaled 3,330, including 1,380 delivered by railroad shops, compared with November deliveries of 4,376 cars, which included 1,727

delivered by railroad shops, the American Railway Car Institute has announced. December deliveries included 893 hopper cars, 860 gondola cars, 838 box cars, 63 refrigerator cars, 201 tank cars and 475 cars of other types.

Freight cars ordered last month for domestic use, the institute said, numbered 1,220, including 550 ordered from railroad shops, compared with November orders for 1,145 cars, of which 1,050 were ordered from railroad shops. The backlog of freight cars on order on January 1 was 12,036, including 8,276 on order from railroad shops, compared with 14,146 cars on order on December 1 and 103,896 on order on January 1, 1949.

The Bangor & Aroostook is inquiring for 200 50-ton box cars.

The Chicago, Rock Island & Pacific is inquiring for 1,000 50-ton box cars.

The Louisville & Nashville has ordered 500 50-ton box cars from the Pullman-Standard Car Manufacturing Company. This equipment is part of an \$11,000,000 project involving purchase of cars and locomotives and construction of various facilities, as reported in *Railway Age* of December 24, page 48.

The Western Fruit Express Company has ordered 450 steel 50-ton refrigerator cars from the Pacific Car & Foundry Co. at an estimated cost of \$3,700,000. Delivery is scheduled for the second quarter of 1950.

LOCOMOTIVES

The Indianapolis Union has ordered five 1,000-hp. Diesel-electric locomotive switching units from Fairbanks, Morse & Co. for delivery next April.

SIGNALING

The Illinois Central has ordered equipment from the General Railway Signal Company to be used in installation of automatic switching in the southbound classification yard at Markham yard, near Chicago. When modernization is completed, this yard will have 45 classification tracks; 21 type E retarders totaling 1,683 rail feet; an automatic switching control panel with 45 track-selection push buttons and a scale retarder control; and a diagrammatic-type retarder control panel with controls for 11 retarder locations.

The New York Central has ordered equipment from the General Railway Signal Company for installation of all-relay electric interlockings at Brewster, N. Y., and New York Mills, N. Y. The Brewster control machine, to be installed at Signal Station B, will have a 12-in. by 40-in. panel with 6 track lights and 16 levers, to control 4 switch machines, 5 switch locks and associated signals. The New York Mills machine, to be in-

stalled at Signal Station NF, will have a 12-in. by 32-in. panel with 5 track lights and 5 levers to control 6 signals at a crossing with the New York, Ontario & Western. These orders include model 9 switch machines and model 10 and model 9A electric switch locks.

ORGANIZATIONS

P. W. Johnston, president of the Erie, will address the Mid-West Shippers Advisory Board on January 19, in connection with the board's twenty-sixth annual and eighty-ninth regular meeting to be held on January 18 and 19, at the Palmer House in Chicago.

The Signal Section of the Engineering Division of the Association of American Railroads has elected the following officers for the new year: Chairman, W. S. Storms, signal engineer, Erie, Cleveland, Ohio; first vice-chairman, D. W. Fuller, signal engineer, Atchison, Topeka & Santa Fe, Topeka, Kan.; and second vice-chairman, E. S. Taylor, engineer of signals, Canadian Pacific, Montreal, Que.

The next meeting of the New York Railroad Club, to be held on January 19 at 8 p.m. in the auditorium of the Engineering Societies building, 33 West 39th street, New York, will feature a discussion on "Subsidized Competition and Its Effect on the Railroads' Prospects." James G. Lyne, editor, *Railway Age* will tell "What These Subsidies Are and How They Operate to Divert Traffic Away from the Railroads," and Samuel M. Felton, president, American Railway Car Institute, will discuss "Fair Play for the Railroads—A National Necessity." Both talks will be illustrated by charts and lantern slides.

O. H. Hoffman, general eastern passenger agent, Lehigh Valley, at New York, was elected president of the General Eastern Passenger Agents Association of New York, at a meeting on January 5. Other officers elected, all at New York, are: Vice-president, W. R. Rhodes, general eastern passenger agent, Chesapeake & Ohio; treasurer, F. M. Schnell, general agent-passenger department, Great Northern; secretary, George Palma, general eastern passenger agent, St. Louis-San Francisco; and assistant secretary, A. E. Spette, assistant general passenger agent, New York, New Haven & Hartford.

"How to stop the gradual loss of liberties confronting America" will be the theme of a "Freedom Dinner" to be held at the Nicollet Hotel, Minneapolis, Minn., at 6.30 p.m. on January 25, under the sponsorship of a Twin Cities Committee headed by Whitney H. Eastman, vice-president of General Mills, Inc., and the

Transportation Association of America. Speakers will include: For industry, Nathaniel Leverone, chairman, Automatic Canteen Company of America; for agriculture, Norris K. Carnes, general manager, Central Livestock Association; for finance, Henry E. Atwood, president, First National Bank of Minneapolis, and for transportation, Donald D. Conn, executive vice-president, T.A.A. The sponsorship committee includes Charles E. Denney, Frank Gavin and L. C. Sprague, presidents, respectively, of the Northern Pacific, the Great Northern and the Minneapolis & St. Louis.

SUPPLY TRADE

M. A. Penrod, formerly sales engineer of the **Union Switch & Signal Co.**, in its St. Louis, Mo., office, has been appointed district manager at that office, succeeding **W. W. Talbert**, who has retired after 47 years' service.

Mr. Penrod was born in Bremen, Ind., where he received his public school education. He attended Tri-State Engineering College, Angola, Ind., and later studied mechanical and electrical engineering with the International Correspondence Schools. Mr. Penrod's early construction experience was with the Baltimore & Ohio. In May, 1922, he joined the general engineering department of Union Switch and continued in that department until 1942, when he was transferred to St. Louis as sales engineer. In March, 1944, Mr. Penrod was granted a leave of absence to accept appointment with the United States Government as signal engineer for the For-



M. A. Penrod

eign Economic Administration, China section. He received an appointment as technical advisor to the Ministry of Communication, Transportation Section, while in China, and was assigned to assist the Railway Standards Commission in preparing plans for rehabilitation and modernization of railroads and signaling.

In March, 1945, he returned to Union Switch as sales engineer at St. Louis.

Mr. Talbert was born on October 1, 1880, at Washington, D. C., where he received his public school education. On September 30, 1901, he began his career with Union Switch in its shops at Swissvale, Pa. Except for 18 months spent in private business during 1902 and 1903, his service has been continuous. Mr. Talbert rejoined Union Switch in 1903 on construction work and continued on this work until 1909, when he was appointed general foreman. In July, 1910, he was appointed superintendent of construction at Chicago, Ill., and in 1913, sales engineer. He subsequently held various positions in the Chicago office until 1939, at which time he was promoted to district manager of the St. Louis office.

The **Union Asbestos & Rubber Co.**, Chicago, has announced the organization of an advertising and public relations department, with **P. W. Austin** as advertising manager, in addition to his other duties. The following have been appointed by Union Asbestos as district sales managers, railroad sales: **P. R. Lochner**, New York; **O. J. Rudolph**, Chicago; and **R. M. Covert**, Chicago.

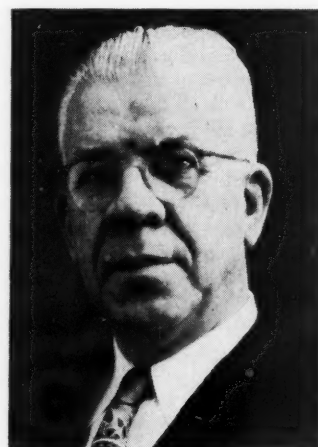
The **Dearborn Chemical Company**, Chicago, has announced the following personnel changes: **C. C. Rausch**, assistant vice-president, who was formerly associated with the railroad field primarily, has been appointed manager of the industrial department's "No-ox-id" rust preventive sales in all company markets; **J. G. Surcheck**, technical advisor and engineer, becomes assistant manager of "No-ox-id" sales in the production and maintenance fields; **E. M. Welch**, formerly sales representative in Pittsburgh, Pa., has joined the Chicago office as manager of sales of water treatment and equipment; **C. S. Silsbee** becomes assistant manager in charge of all national accounts and service for both water treatment and "No-ox-id"; **A. H. Reynolds**, formerly directing chemist of the company's laboratories, has been appointed director, product development, and will be assisted by **L. O. Gunderson** as assistant director; and **Dr. Wayne L. Denman** has been promoted to directing chemist, with headquarters at the main factory at Chicago.

John M. Tuthill, formerly assistant manager of flat rolled sales for the **Youngstown Sheet & Tube Co.**, has been advanced to manager of flat rolled sales, succeeding **Walter E. Scott**, retired. **L. E. Arnold**, formerly in the Detroit, Mich., district sales office, has been transferred to Youngstown, Ohio, as assistant manager of flat rolled sales, succeeding Mr. Tuthill.

Dwight L. Merrell, formerly manager of sales for construction industries of the **Carnegie-Illinois Steel Corporation**, a **United States Steel Corporation** subsidiary, has been appointed sales manager

of this subsidiary for the Philadelphia, Pa., district. Other managerial promotions are as follows: **Samuel McClements, Jr.**, as sales manager for the railroad materials and commercial forgings division, **F. Royal Gammon** as sales manager for the Eastern area, **Wesley C. Bobbitt** as sales manager in the New York district, and **Donald K. Wright** as assistant sales manager in Philadelphia.

Charles J. Davitt has been appointed director of traffic of the **Budd Company**, with headquarters at Philadelphia, Pa., succeeding **Clarence H. Rolf**, who has retired after nearly 33 years as head of the traffic department. In his new position, Mr. Davitt will be assisted by **T. A. Klaus**, traffic manager of the Hunting Park plant, Philadelphia; **E. D. Heilbrun**, traffic manager at the Red Lion plant, Philadelphia; and **W. J. Buchanan**, traf-



Charles J. Davitt

fic manager at the Charlevoix and Atwater plants, Detroit, Mich.

Mr. Davitt has been associated with Budd since 1918, with the exception of one year's Army service during World War I. He was traffic manager of the company's Charlevoix plant in Detroit from 1925 until 1947, when he was appointed general traffic manager there.

R. F. Daughters, a member of the sales staff of **Goodall Fabrics**, New York, has been appointed sales manager of the plastic department of the industrial division.

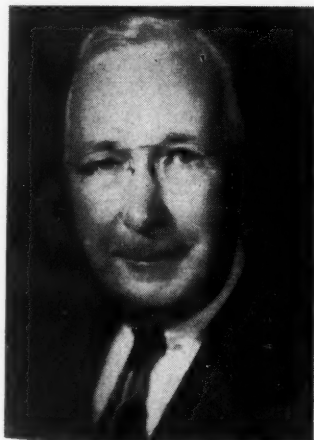
V. E. McCoy has resigned his position as chief engineer of the **National Aluminum Corporation**, Chicago, to engage in other business activities.

C. B. Armstrong, formerly manager, railroad sales, Eastern region, of the **Air Reduction Sales Company**, has been appointed assistant to the vice-president, railroad sales and **D. E. Dallman**, formerly division manager at New York, has been appointed to Mr. Armstrong's previous position. Both will maintain headquarters at 60 East 42nd street, New York. The company also has appointed **J. H. Berryman** formerly machine welding specialist and assistant metallurgical

engineer, as assistant to the manager, technical sales division. He will be responsible for technical promotion and sales of equipment for the recently introduced Aircomatic welding process.

P. Arnold, vice-president of the **Garlock Packing Company**, will voluntarily relinquish his duties and responsibilities in charge of the general sales department, on January 31, but will continue in a partially active capacity, for an indefinite period, as a vice-president of the company. Mr. Arnold joined Garlock Packing in 1908 as a sales representative. Subsequently he has served as manager of the railroad sales department, district sales manager at Cleveland, Ohio, and, since July 1, 1929, as vice-president in charge of sales, at Cleveland. Effective February 1, **Louis Mohn**, district sales manager at Pittsburgh, Pa., will be appointed general sales manager, with headquarters at Palmyra, N. Y., and **Eugene G. Flannery**, sales representative in the Pittsburgh territory, will be appointed district manager at Pittsburgh, succeeding Mr. Mohn.

John R. Newkirk has been elected president of the **National Pneumatic Company** of New York, Boston, Mass., and Chicago, with headquarters in the company's newly acquired factory at 125 Army street, Boston 19. He succeeds **Frank C. Campbell**, who has resigned the presidency to become chairman of the board of directors. Mr. Newkirk entered the transportation field as an engineering as-



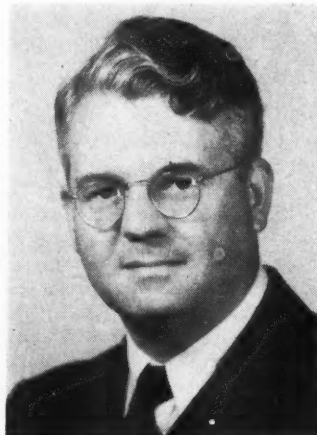
John R. Newkirk

sistant for the Baltimore & Ohio. From this position, he entered the employ of the Jewett Car Company, Newark, Ohio, as a designer, later becoming chief draftsman. In 1919 he joined National Pneumatic, then located at Rahway, N. J., as chief draftsman, and advanced successively to chief engineer, vice-president, and executive vice-president, the position he held at the time of his recent election.

George T. Stufflebeam, formerly transportation sales manager for the tabulating machines division of **Remington Rand Inc.**, has been appointed manager

of transportation methods research. He will coordinate activities of the company's two major divisions, management controls and business machines, in the major transportation fields.

William E. Gray, whose election as first vice-president of the **Peerless Equipment Company** was announced in *Railway Age* of January 7, was graduated from Purdue University in 1923. He subsequently served as an instructor in mechanical engineering there and, when



William E. Gray

the draft gear testing laboratory of the Association of American Railroads was opened at Purdue in 1927, he was placed in charge. He retained this position until his appointment in 1943 as vice-president of Peerless in charge of engineering.

CONSTRUCTION

B. & O. to Spend \$5,000,000 For New Import Ore Pier

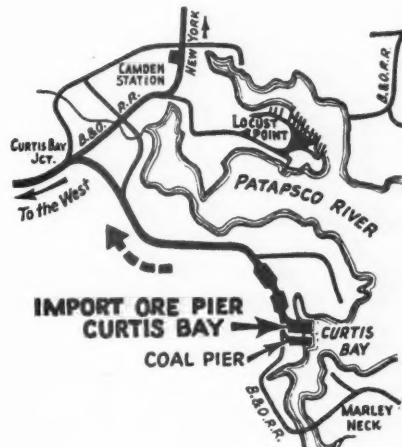
Early construction of a new, modern pier, to be located in the port of Baltimore, Md., and designed primarily for the handling of import ore, has been announced by the Baltimore & Ohio. Orders have been placed for much of the necessary material, and construction work will begin shortly. The job will cost upwards of \$5,000,000. It will require about 12 months to complete and will be ready to handle a heavy movement of ore as soon as it begins to arrive in the port early in 1951. The new pier will be located along Stone House cove, adjacent to the B.&O.'s export coal pier at Curtis bay.

The pier will be used for the handling of bulk import ores — iron, manganese and chrome; it will be the first facility of its kind to be built by any railroad on the Eastern seaboard. Berthing space and channel depth will be provided to accommodate the largest ore carrying

ships now in existence or anticipated, as well as facilities for releasing and turning these ships in the shortest possible time.

The location of the new facilities is expected to be particularly advantageous in its proximity to the Curtis Bay coal pier and its supporting yards, where daily unloading of coal makes available a large number of empty cars for ore loading and assembly into solid trains for movement directly to steel plants in Ohio and Pennsylvania. These trains will bypass inter-city freight and passenger train movements in the Baltimore area. Thus, the location will provide coordination between export coal and import ore movements, with maximum efficiency in use of railroad cars and terminal facilities.

The facility will be equipped with ore unloading rigs of the latest design. A belt conveyor will transport the ore to a battery of hoppers constructed over loading tracks, and equipped with automatic weighing devices for accurate weighing of ore as it is discharged into cars. Empty cars will be placed under loading hoppers by electric pushers, which will also push loaded cars to adjacent tracks where they will be made



Location of the B.&O.'s new import ore pier

up into trains. The new facilities will be electrically operated with the latest type automatic and semi-automatic controls, limit switches, etc. The rated capacity of the facility will be approximately 3,000 tons per hour. The entire layout has been designed so that its capacity can be doubled as soon as justified by the increased volume of import ore.

Southern to Modernize John Sevier Yard at \$3,000,000 Cost

The Southern has announced a two-year, \$3,000,000 project to rebuild and modernize its John Sevier Yard at Knoxville, Tenn. At the same time, the railway announced that it had awarded a contract to the Wright Constructing Company of Columbus, Ga., for grading

and drainage of the yard. The contract, involving \$340,000, calls for the moving of approximately 750,000 cubic yards of earth. Work is scheduled to start immediately, and is to be completed within 12 months. The majority of the work will be done by company forces, and the yard will remain in operation throughout the program of construction.

Major features of the yard reconstruction and modernization call for consolidation of the east and westbound receiving yards; consolidation of the east and westbound classification yards; construction of a forwarding yard; and installation of such modern equipment as car retarders, floodlights, inter-communication loud-speaker system, and a pneumatic tube system to speed the handling of waybills, etc. The plan provides a one-operation movement through the yards, from receiving yard to classification yard to forwarding yard. The new consolidated receiving yard will have eight tracks (with provision of future expansion to 12 tracks) having capacities of from 72 to 153 45-ft. cars, plus a 4-unit Diesel and caboose.

The classification yard will have 45 tracks, fanning out from a system of 11 car retarders controlled by push buttons from a tower located on the hump. The forwarding yard will have seven tracks (with provisions for future expansion to 10 tracks) having capacities ranging from 96 to 150 45-ft. cars, plus a 4-unit Diesel locomotive and caboose. As the modernization program progresses the various section buildings will be moved to a central location. The old yard office will be replaced with a new office and an underpass will be constructed to facilitate movement of engines to and from the engine terminals. A new car repair yard with seven tracks will be constructed to replace the present facilities.

Chicago, Burlington & Quincy.—Contracts totaling \$4,667,784 have been awarded for grading and other work in connection with the "Centennial Cut-off" being constructed to shorten and improve this road's Chicago-Kansas City, Mo., main line across Missouri. Contracts for fencing, clearing, grubbing, grading, placing drainage pipe, building concrete boxes, placing subdrainage and performing certain bridge work have been given to List & Clark Construction Co., Kansas City, for the 42-mi. section between Tina Junction and Missouri City Junction (\$3,288,288); to Cameron Joyce Company, Keokuk, Iowa, for the 6½-mi. section between Needles (Brookfield) and Forker Junction (\$210,110); and to John P. Abramson Construction Company, Des Moines, Iowa, for a 21-mi. section of the Carrollton branch between Forker Junction and Tina Junction, which is to be improved to main line standards (\$986,753). List & Weatherly Co., Kansas City, has been awarded a contract for \$182,633 for substructure concrete work on the Grand River and Tater Hill Creek bridges.

Missouri Pacific.—Company forces of this road are engaged in the following projects, at the estimated costs shown in parentheses: Install automatic block signals between Bixby, Ill., and Flinton (\$209,000); reconstruct at Holland, Ark., bridges Nos. 452-E and 452-W (three-panel untreated open-deck, double-track pile trestles, 47 ft. long) as three-panel reinforced concrete trestles, 57 ft. long (\$25,000); raise track at Rio Vista, Ark., and reconstruct bridge No. 10 (a 55-panel untreated open-deck pile trestle, 747 ft. long) as a 42-panel concrete trestle 748 ft. long (\$65,500); and construct additional storage tracks, concrete runway and storeroom for conditioning of cars, at Kansas City (Leeds), Mo. (\$35,200).

Northern Pacific.—This road will soon complete plans for construction of a line change between Beaver Hill, Mont., and Hodges, at an overall cost of \$420,000. The project will include construction of five mi. of new main line, one bridge, and necessary drainage structures, and will involve 400,000 cu. yd. of grading. The new line will save 1,500 ft. in distance and 215 deg. of central angle, eliminating 10 curves and reducing curvature on two others. Maximum curvature on the present alignment is 6 deg. 5 min.; on the new line it will be 1 deg. 30 min. Under construction, about 30 mi. west of Spokane, Wash., are four separate line changes aggregating 2½ mi. of new main track, which will save 84 deg. of central angle and 100 ft. in distance. These projects, which will cost \$210,000, will eliminate five curves and reduce seven others now having maximum curvature of 4 deg. 45 min. Some 100,000 cu. yd. of grading are involved in preparation for the new line, which will have a maximum curvature of 2 deg.

FINANCIAL

Long Island.—*Trustees.*—Upon reconsideration by the full commission, the I.C.C., with Commissioner Cross dissenting, has affirmed a Division 4 report of last April in which the division refused to ratify the appointment of James D. Saver as a third trustee of the L.I. At the same time, the commission has upheld ratification of the appointment of Hunter L. Delatour and David E. Smucker, who are now serving as joint trustees. (See *Railway Age* of April 16, 1949, page 83). The commission's latest action resulted from the filing in September of a petition to intervene in the case by Nassau County, N. Y., authorities. Nassau County, which claims the L.I. owes it approximately \$240,000 in unpaid taxes, sought to have Mr. Saver's appointment ratified and the number of trustees thereby increased to three. Messrs. Delatour,

Smucker, and Saver were originally appointed as joint trustees of the L.I. by the U.S. District Court at Brooklyn, N. Y., and it was asserted by Nassau County authorities that the I.C.C. could examine only qualifications of the court-appointed trustees and could not review the number appointed. The commission found otherwise, saying "there is absent in the statute (Section 77 (c) of the Bankruptcy Act) any language limiting or qualifying our power of ratification."

Missouri Pacific. — *Reorganization.* — Making its fifth supplemental report in this road's reorganization proceeding, the Interstate Commerce Commission has affirmed, with only two minor changes, the reorganization plan which it promulgated in the prior report of August 2, 1949 (see *Railway Age* of August 20, 1949, page 67). The changes are designed to clarify provisions relating to the proposed new first-mortgage and general-mortgage bonds, and those relating to the rights of the Plaza-Olive Building first-mortgage bondholders to receive new bonds for their present holdings.

Meanwhile, the commission refused to make various other changes sought in petitions filed by interested parties. The petitioners included the Allegheny Corporation, principal holder of old M.P. common stock, which sought again to have the new-company capitalization increased above the \$612 million fixed by the plan, and arrangements thus made for participation by the old-company common stockholders. Dissenting expressions came from Commissioner Splawn and Commissioner Alldredge, with whom Commissioner Aitchison agreed. Commissioner Cross did not participate in the disposition of the proceeding.

Dr. Splawn said he believed that the modifications made were "inadequate," for the reasons stated in his separate expression which accompanied the commission's prior report. There he had expressed preference for separate reorganizations of the M.P., New Orleans, Texas & Mexico, and International-Great Northern.

Commissioner Alldredge, who also dissented to the prior report, would have made provisions whereby old-company stockholders would have an opportunity to participate in the new company if earnings justified the higher capitalization that would be involved. "Time," he said, "may well justify a larger capitalization than that here approved by the majority. This will not benefit common stockholders, however, unless provision is now made for such a contingency . . . All that is required is the setting up of a tentative capitalization to become valid and effective only in the event that the earnings hold up, for a reasonable period, sufficiently to justify the higher capitalization. In the meantime, the contingent interests may be identified and their respective rights preserved through the issuance of options or warrants."

Southern.—Acquisition of Richmond & Mecklenburg.—Examiner J. S. Pritchard has recommended that the I.C.C. deny the application of the Southern to acquire the R.&M., its former lessor. The examiner's report said the Southern had failed to show that acquisition of the R.&M. properties would be in the public interest, or that the proposed terms of the acquisition would be "just and reasonable." The Southern's application for authority to acquire the R.&M. dates from 1948, when the Southern proposed to obtain all properties of the 31.2 mi. line between Keysville, Va., and Clarks-ville Junction and dissolve the company (see *Railway Age* of July 17, 1948, page 57). The Southern has continued to operate the R.&M., although the 50-year lease covering such operations expired November 1, 1948, and has not been renewed.

While certain of the minority stockholders protested the proposed acquisition, Examiner Pritchard found the fundamental issue involved to be whether the proposed transaction is consistent with the public interest. He then said that evidence presented by the Southern indicated the line "never has been operated at a profit in the past and cannot be operated in the future without incurring deficits." Furthermore, he said, the road relied upon evidence that the R.&M. had no commercial value other than scrap value, that it had no feeder value, and that it served no operating purpose except to preserve the Southern's shortcut between Durham, N.C., and Richmond, Va. In view of the R.&M.'s having lost \$269,000 during the past seven years, the examiner concluded that "such a drain on the resources of the Southern has been and would continue to be a sheer economic waste. It follows that the proposed transaction involving the acquisition of the R.&M. properties under such circumstances would not be consistent with the public interest." He added that if the commission accept the showing made by the Southern with respect to the commercial value of its lessor "it would have no alternative other than to deny the application."

With respect to the terms of the proposed transaction being just and reasonable, the examiner said that as the record now stands there is no means of ascertaining the value of the capital stock of the R.&M. "with any degree of accuracy," although determination of such value is "essential" to a finding that the terms and conditions are just. The Southern, which owns all outstanding bonds of the lessor and all but 619 shares of the stock, has proposed to buy in this stock at \$3 per share, although it contends the stock is "worthless."

In this connection, Examiner Pritchard said "the record strongly suggests that the computations . . . and other figures presented by the Southern as a basis for determining the value of the R.&M. capital stock, may have been arrived at through erroneous methods of calculation."

Wabash.—1949 Dividends.—This company, on December 23, 1949, paid to stockholders of record December 9, 1949, a dividend of \$1.50 per share of common stock, bringing total disbursements for the year to \$2.50 per share, instead of \$1 per share, as reported in the *Railway Age* of January 7, page 224. The same amount—\$2.50—was paid in 1948.

New Securities

Application has been filed with the Interstate Commerce Commission by:

Missouri-Kansas-Texas.—To assume liability for \$1,650,000 of equipment trust certificates to finance in part the following Diesel-electric locomotives:

Description and builder		Estimated Unit Cost
2	4,500-hp. passenger locomotives, each consisting of 2 2,250-hp. "A" units (Electro-Motive Division, General Motors Corporation)	\$439,602
9	1,500-hp. road-switching locomotives (Electro-Motive)	134,926

Total cost of the equipment is estimated to be \$2,093,538. The certificates would be dated February 1, mature in 30 semiannual installments of \$55,000 each, beginning August 1, and be sold on competitive bids, with the interest rate to be set by such bids.

Division 4 of the I.C.C. has authorized:

Chesapeake & Ohio.—To assume liability for \$6,750,000 of equipment trust certificates to finance in part 10 Diesel-electric switching locomotives and 58 passenger-train cars at an estimated total cost of \$8,466,440 (see *Railway Age* of December 10, 1949, page 75). The certificates will be dated January 1, and mature in 30 semiannual installments of \$225,000 each, beginning July 1. The commission's report approved a selling price of 99.604 with a 2¼ per cent interest rate—the bid of Salomon Bros. & Hutzler and 3 associates, which will make the average interest cost approximately 2.18 per cent. The certificates were reoffered to the public at prices yielding from 1.15 to 2.45 per cent, according to maturity.

Average Prices Stocks & Bonds

	Jan. 10	Prev. week	Last year
Average price of 20 representative railway stocks..	42.44	40.88	43.67
Average price of 20 representative railway bonds..	91.44	90.70	89.10

Dividends Declared

Cleveland, Cincinnati, Chicago & St. Louis. — common, \$5.00, semiannual; 5% preferred, \$1.25 quarterly; both payable January 31 to holders of record January 13.

Philadelphia & Trenton. — \$2.50, quarterly, payable January 10 to holders of record December 31, 1949.

Schuylkill Valley Navigation. — \$1.25 semiannual, payable January 12 to holders of record December 30, 1949.

Stony Brook. — \$2.50, semiannual; extra, 50¢; both payable January 5 to holders of record December 31, 1949.

Western New York & Pennsylvania. — common, \$1.50, semiannual; 5% preferred, \$1.25, semiannual; both payable January 3 to holders of record December 31, 1949.

RAILWAY OFFICERS

EXECUTIVE

E. Paul Gangewere, whose election as assistant vice-president, operation and maintenance, of the Reading, was reported in the *Railway Age* of December 31, 1949, was born at Bethlehem, Pa., on November 17, 1900, and educated at Chattanooga (Tenn.) high school. During 1917 and 1918 he worked as an apprentice in the machine shop of the Wheland Machine Co. at Chattanooga, and later attended Lehigh University, where he received the degree of mechanical engineer in 1922. Mr. Gangewere entered the service of the Reading in 1922 as a special apprentice on the staff of the assistant superintendent



E. Paul Gangewere

of motive power and later the same year was made motive power inspector. In 1925 he was advanced to mechanical supervisor, and from 1927 to 1933 served as enginehouse foreman at Saucon Creek, Bethlehem, and assistant master mechanic at Philadelphia, Pa. In 1933 he was appointed assistant superintendent of the locomotive shops at Reading, Pa., and on January 1, 1939, was named assistant superintendent of motive power and rolling equipment. On January 1, 1942, he became superintendent of that department and on March 10, 1949, was appointed assistant general manager, in which capacity he served until his recent election as assistant vice-president.

Frank W. Rourke, whose appointment as vice-president—operations of the Boston & Maine and the Maine Central at Boston, Mass., effective January 1, was reported in the *Railway Age* of December 31, was born at Somerville, Mass., on February 7, 1892. Mr. Rourke received his B.S. in C.E. degree from Tufts College in 1915. He entered railroad service in 1907 as telegraph operator on the B.&M., and served successively until 1923 as assistant agent, towerman and train dispatcher, except for service with

the United States Army Engineers as first lieutenant and captain from 1917 to 1919. Mr. Rourke became trainmaster of the White Mountain division of the B.&M. in 1923 and general superintendent of the Mystic Terminal Company (B.&M. waterfront operating subsidiary



Frank W. Rourke

at Boston, Mass.) in 1926. From 1932 to 1941 he was general superintendent of the B.&M. and from 1933 to 1941 was also general superintendent of the M.C. and the Portland Terminal Company. In 1941 he became general manager of the B.&M., M.C. and P.T., which positions he held until his appointment as vice-president—operations, effective January 1.

George F. Glacy, comptroller of the Boston & Maine, has been appointed vice-president—accounting of that road and the Maine Central, with headquarters as before at Boston, Mass. In taking over his duties as vice-president—accounting on the Maine Central, Mr.



George F. Glacy

Glacy will fill the position now held by William S. Trowbridge, vice-president—finance and accounting, who will retire from the M.C. this month, but will remain on the B.&M. as vice-president—finance, with Mr. Glacy taking over the accounting portion of his duties. Born

in Brooklyn, N. Y., in 1893, Mr. Glacy entered railroad service as an office boy on the New York Central at 15 years of age. He joined the B.&M. in 1918 as chief clerk to the comptroller and became assistant auditor in 1920. Mr. Glacy was appointed auditor of disbursements in 1924, deputy comptroller in 1926, and comptroller in 1930. He is chairman of the Accounting Division of the Association of American Railroads and of its Contact Committee, meeting with the Interstate Commerce Commission.

William Bamert, assistant to vice-president—accounting of the Chesapeake & Ohio at Cleveland, Ohio, has been placed in charge of the office of organization planning, accounting department, and will continue to report directly to the vice-president—accounting.

FINANCIAL, LEGAL & ACCOUNTING

Bryce L. Hamilton, assistant general counsel of the Chicago Great Western, at Chicago, has been promoted to general solicitor at that point, succeeding Guy A. Gladson, appointed general counsel, as reported in the *Railway Age* of December 24, 1949. Mr. Hamilton is succeeded by William C. Mulligan. Mr.



Guy A. Gladson

Gladson was born on February 11, 1892, at Mason, Ill., and attended Southern Illinois University and the University of Chicago, where he received his Ph. B. degree in 1916 and his J. D. degree in 1918. Since 1919 he has been an associate or partner with the law firm of Winston, Strawn, Shaw & Black. He served as secretary and director of the Toledo, Peoria & Western from its organization in 1926 to 1937, and as its counsel from 1936 to 1942. He was appointed commerce counsel for the Alton in 1933, which position he held until 1943. Mr. Gladson joined the Great Western in 1940 as counsel for the road's reorganization committee, becoming assistant general counsel in 1941. Four years later he was advanced to general solicitor, the position he held at the time of his new appointment.

Carleton W. Meyer, assistant to president of the Chesapeake & Ohio at Cleveland, Ohio, has been appointed director, economics and costs, with the same headquarters. In this capacity Mr. Meyer will be in charge of the office of economics and costs, accounting department, and will report directly to the vice-president—accounting. Born at Madison, Wis., on August 27, 1903, Mr. Meyer was educated at McKinley Technical high school, Washington, D. C.; the University of Wisconsin (A.B.1924); and Harvard Law School (LL.B.1927). From January, 1928, to August, 1929, he



Carleton W. Meyer

was associated with C. C. McChord in the practice of law at Washington, D. C., and from September, 1929, to May, 1931, served as attorney for the Cambria & Indiana, J. H. Weaver & Co. and associated companies at Philadelphia, Pa. He was attorney for the Delaware & Hudson from May, 1931, to September, 1936, then becoming commerce counsel for the New York Central system at New York. Mr. Meyer was vice-president of American Buslines at Chicago from August, 1946, to July, 1947, and on the latter date was appointed assistant to president of the C.&O. at Cleveland.

Scott Lord, assistant treasurer of the Union Pacific at Omaha, Neb., has retired and has been succeeded by L. L. Burri, chief clerk in the treasury department. Prior to joining the U. P., Mr. Lord spent more than nine years in the passenger department and in clerical positions with the Atchison, Topeka & Santa Fe, the Chicago, Burlington & Quincy, and the Denver & Rio Grande Western. His service with the U. P. began in March, 1913, as a clerk and stenographer in the freight station at Cheyenne, Wyo. He also served later as cashier, claim clerk and acting agent. He was appointed assistant traveling auditor at Omaha in 1918, and in January of the following year was promoted to traveling auditor. Mr. Lord became chief traveling auditor in August, 1919, and in 1929 was elevated to chief clerk. His appointment as assistant treasurer came in September, 1941.

Mr. Burri entered railroad service as a clerk in the cashier's office of the St. Joseph & Grand Island (a U. P. subsidiary). After 21 years of service, interrupted only by army duty during World War I, he became assistant chief clerk in the U. P. treasury department at Omaha. In April, 1945, he was advanced to chief clerk.

G. H. Penland, general solicitor of the Missouri-Kansas-Texas of Texas at Dallas, Tex., has been appointed general solicitor of the Katy system at that point.

Samuel H. Hellenbrand, assistant to general attorney of the New York Central, has been appointed to the newly-created position of tax attorney in the office of the general attorney, with headquarters as before at New York. Mr. Hellenbrand was born on November 11, 1916, at Brooklyn, N. Y., and was graduated from Brooklyn Law School of St. Lawrence University. He entered the service of the Central in August, 1942, as an attorney and was appointed assistant to general attorney in October, 1948.

Ralph Chester Smith, whose promotion to general auditor of the Chicago, Burlington & Quincy at Chicago, was reported in the *Railway Age* of December 24, 1949, was born on April 15, 1892, at Trilla, Ill., and received his higher education at Shelby College. He entered railroad service with the Burlington in May, 1913, holding various positions in the office of the auditor of freight accounts at Chicago until his appointment as traveling auditor in 1918. Subsequently, he served in the same capacity on various divisions and, from 1923 to 1927, acted as chief clerk in the auditor of ticket accounts' office and the comptroller's office at Chicago. He was later advanced to assistant auditor of freight accounts at that point, becoming assistant auditor of expenditures there in 1932. Mr. Smith was appointed general auditor of the Colorado & Southern (part of the Burlington Lines) at Denver, Colo., in 1936. He returned to Chicago as assistant general auditor of the Burlington in July, 1949, which position he held before his promotion.

R. M. Sutton, senior assistant general auditor of the Union Pacific at Omaha, Neb., has been promoted to general auditor at that point, succeeding the late **A. E. Collin**, whose death was reported in the *Railway Age* of January 7. Advanced to succeed Mr. Sutton is **E. M. Kerrigan**, assistant general auditor at Omaha, who has been replaced in turn by **H. J. Bearss**, auditor of passenger accounts at that point. **H. B. Jacobsen**, chief clerk of passenger accounts succeeds Mr. Bearss. Mr. Sutton was born on March 15, 1899, in Omaha, where he attended public grade and high schools and Creighton University. He started his railroad career in May, 1915, with the Chicago, Burlington & Quincy as an office boy, and the following November joined the U. P. as a clerk in the passenger accounting department. During World

War I Mr. Sutton served in the United States Navy, returning to the U. P. as clerk in 1919. He was appointed traveling accountant in 1921, office accountant and chief clerk in the auditor's office in 1922, and in 1924 he became accountant in charge of dining car and hotel accounts at Ogden, Utah. In 1930 Mr. Sutton was made chief clerk to auditor of disbursements at Omaha. In 1941 he was advanced to assistant auditor of disbursements, becoming auditor of general and station accounts in 1942. After serving as auditor of disbursements from 1946 to 1948, he was appointed assistant general auditor. He was advanced to senior assistant general auditor in August, 1949.



R. M. Sutton

Mr. Kerrigan entered U. P. service as secretary to the assistant to the general auditor at Omaha in 1927. He was promoted to accountant in 1943, and was appointed assistant to the general auditor in 1946. Later that year he became auditor of miscellaneous accounts, being made auditor of disbursements in 1948. In August, 1949, Mr. Kerrigan was named assistant general auditor.

Beginning his career with the U. P. in 1920 in the freight accounting department at Portland, Ore., Mr. Bearss was transferred to Omaha in 1936. Later that year he was granted a leave of absence to serve as rate expert, and, subsequently, as chief of the rate and tariff section of the Public Utilities Commission of Oregon. After nearly four years absence from the U. P., Mr. Bearss returned to the road's freight accounting department in 1940. In 1941 he was assigned to the general auditor's office statistician, being elevated to auditor of passenger accounts in 1946.

Mr. Jacobsen entered the service of the U. P. in 1924 at Omaha as an office boy. He became secretary to the auditor of passenger accounts in 1940, and subsequently left the U. P. to serve for more than four years with the 35th Infantry Division and the Army Air Forces in World War II. Released from active duty as a major, Mr. Jacobsen returned to the U. P. as chief clerk of passenger accounts.

Percy S. Hinckley, chief clerk of the freight claim department of the Boston & Maine, has been appointed freight claim agent, with headquarters at Boston, Mass., succeeding **Charles M. MacDonald**, who has retired after 49 years of service.

OPERATING

Douglas V. Gonder, whose promotion to general manager, Western region, of the Canadian National at Winnipeg, Man., was reported in the *Railway Age* of December 17, 1949, was born on January 4, 1908, at Pingyao, Shansi, China. He attended Chefoo schools (China Inland Mission), Listowel and Stratford (Ont.) high schools, and night classes at the University of Toronto and McGill University. Mr. Gonder entered C. N. service in 1925 as machinist apprentice, Stratford shop, holding that position until 1930. Subsequently, he served for a few months as machinist with the American Canadian Company, Niagara Falls.



Douglas V. Gonder

Ont., returning to the C.N. as draftsman at Toronto, Ont. He was appointed mechanical inspector at that point in 1933 and assistant engineer in 1938, becoming erecting shop foreman at Stratford in July, 1938. From June, 1939, to April, 1944, Mr. Gonder served as locomotive foreman successively at Stratford, Ont., Mimico, and the Montreal (Que.) shops. He was then advanced to general superintendent of motive power and car equipment, Atlantic region, at Moncton, N. B. In January, 1949, he became assistant general manager, Western region, at Winnipeg, which position he held at the time of his promotion.

Charles Covell Chapman, whose retirement as superintendent of the Central Kansas and Colorado divisions of the Missouri Pacific, with headquarters at Osawatomie, Kan., was reported in the *Railway Age* of December 17, 1949, was born on October 9, 1879, at Ashkum, Ill., where he attended school. Mr. Chapman started his railroad career in his home town as a student telegrapher with the Illinois Central, in June, 1897,

and worked as operator for the I. C. at various places until 1900. Subsequently, he was employed on the Great Northern, the Elgin, Joliet & Eastern, and the Cleveland, Cincinnati, Chicago & St. Louis, and as train dispatcher on the New York Central from 1904 to 1907. He returned to the I. C. as dispatcher, and in 1919 was advanced to assistant chief dispatcher at Champaign, Ill. Mr. Chapman became acting trainmaster in 1923, and the following year was transferred to the East St. Louis, Ill., terminals as trainmaster. In September, 1924, he resigned from that position to join the M. P. as inspector of transportation, being advanced to superintendent at Poplar Bluff, Mo., in 1925. He later served as superintendent at Jefferson City, Mo., Illmo and Kansas City, becoming superintendent at Osawatimie in November, 1949.

W. D. Schreck has been appointed assistant superintendent, Illinois division, New York Central System, with headquarters at Mattoon, Ill., succeeding **E. W. McVicker**, who retired on December 31, after 53 years of service. **A. G. Teets**, assistant to assistant general manager at Cleveland, Ohio, has been appointed assistant superintendent, Ohio division, with headquarters at Van Wert, Ohio. **F. I. Doeber** has been made trainmaster, Indiana division, with headquarters at Indianapolis, Ind.

A. T. Miller, superintendent motive power of the Atlanta & West Point, the Western of Alabama and the Georgia, has been appointed general superintendent, having jurisdiction over transportation and mechanical departments, with headquarters as before at Atlanta, Ga. **G. K. Williams**, superintendent transportation, has retired after 43 years of service. The offices of superintendent of transportation and superintendent motive power have been abolished. Mr. Miller was born at Louisville, Ky., on November 5, 1889, and began his railroad service in various minor jobs in shops and roundhouses and was for several years timekeeper and accountant on the Chicago, Rock Island & Pacific, the Atchafalpa, Topeka & Santa Fe and the Southern Pacific. He has been with the A. & W.P., the West. of Ala., and the Georgia since August, 1914, serving as assistant to superintendent motive power from November, 1927, to January 1, 1938; also as general storekeeper from 1932 to 1937; master mechanic from January, 1938, to November, 1943; assistant superintendent motive power from November, 1943, to July 1, 1947; and superintendent motive power from July 1, 1947, until his recent promotion.

Barton J. Crosby, superintendent of the Susquehanna division of the Railway Express Agency at Scranton, Pa., has been appointed superintendent of transportation at New York, succeeding **John R. Norway**, who has retired after 51 years of continuous service. Mr. Norway was born at Farmer, Ohio, on December 16,

1879, and entered the express business as a driver at Cleveland, Ohio, on October 10, 1898. He has held various supervisory positions in the Agency's transportation department at Buffalo, N. Y., Philadelphia, Pa., and New York since August 1, 1932.

Enoch D. Flowers, chief dispatcher of the Southern system at Richmond, Va., has been appointed trainmaster of the Atlantic & Danville, with headquarters at Lawrenceville, Va.

R. W. Jones has been appointed trainmaster of the Delaware, Lackawanna & Western at East Buffalo, N. Y., succeeding **C. O. Richardson**, who has been appointed terminal trainmaster at Scranton, Pa., to succeed **J. F. O'Connor**, transferred to Hoboken, N. J. **F. C. Snyder**, assistant trainmaster at Hoboken, has been appointed trainmaster at Port Morris, N. J., succeeding **J. S. Kapenos**, who has been transferred to Scranton. **J. E. Mahoney** has been appointed supervisor of station service at Hoboken.

TRAFFIC

Roy Blackburn, traveling freight and passenger agent of the Missouri-Kansas-Texas Lines, with headquarters at Parsons, Kan., has been promoted to general agent at El Paso, Tex., succeeding **Lloyd Leonard**, who has resigned to join the Houston port traffic bureau in Kansas City, Mo.

J. B. Hoverson, general agent of the Chicago Great Western at Tulsa, Okla., has been promoted to petroleum traffic manager at that point. He is succeeded by **E. M. Roche**.

Russell W. Rutledge, district freight agent of the Pennsylvania at Dayton, Ohio, has retired after more than 41 years of continuous service. He is succeeded by **Robert S. Vipond**, district freight agent at Nashville, Tenn. Mr. Vipond's successor is **Dwight M. Clark**, formerly district freight agent at St. Paul, Minn.

Edward C. Julius, coal freight agent of the Erie at Chicago, has retired after 40 years of service.

George H. Hanes, assistant general freight agent of the Chicago, Rock Island & Pacific at Chicago, has retired after completing 44 years of service with that road. Succeeding to his duties is **Wesley J. Stemm**, who assumes the title of chief of the tariff bureau. **C. H. Rohrer**, district freight and passenger agent at Atlanta, Ga., has retired after more than 40 years of service with the Rock Island, and has been succeeded by **R. H. Kiburz**, traveling freight and passenger agent at Boston, Mass. Retired after more than 43 years of service with the Rock Island is **W. J. Lafferty**, assistant manager of mail, baggage and express traffic at Chicago, who has been succeeded by **D. F. Hurn**, a member of the

general baggage department since 1929. Also retired is **George B. Farrow**, general agent at Philadelphia, Pa. **David E. Barry**, traveling freight agent in the Philadelphia office, has replaced Mr. Farrow.

William N. Stenfelt, assistant coal freight agent of the Erie at Chicago, has been appointed coal freight agent at that point.

George F. Buckingham, assistant general traffic manager of the Canadian Pacific at Montreal, Que., has been promoted to general traffic manager, with the same headquarters, succeeding **C. E. Jefferson**, whose appointment as vice-president of traffic was reported in the *Railway Age* of December 24, 1949. A biography and photograph of Mr. Buckingham were published in the *Railway Age* of August 27, 1949, page 61. **C. D. Edsforth**, assistant general freight agent at Vancouver, B. C., has been appointed assistant to the general traffic manager at Montreal.

Joan V. Beckham has been appointed assistant to the general passenger agent of the New York Central system, with headquarters as before at New York, where she heads the women's department, specializing in women's conventions.

W. J. Gohr, chief clerk in the freight traffic department of the Canadian National at Chicago, has been appointed general agent, freight department, Birmingham, Ala., succeeding **L. B. Freeman**, who has been transferred to Philadelphia, Pa.

Earl A. Blomberg, general agent of the New York, Ontario & Western at Cleveland, Ohio, has been appointed also general agent at Pittsburgh, Pa., succeeding **W. H. Morrow**, who has resigned.

Merle S. Sweeney has been appointed coal freight agent of the Erie at Pittsburgh, Pa., covering coal and coke traffic in central and western Pennsylvania, eastern Ohio, Maryland, Virginia and West Virginia.

MECHANICAL

R. C. Hempstead, master mechanic of the Chicago, Milwaukee, St. Paul & Pacific, at LaCrosse, Wis., and an employee of the Milwaukee since 1914, has retired. **W. B. Gage**, assistant master mechanic, has assumed jurisdiction over locomotive matters on the LaCrosse and River division.

Fred Peronto, whose promotion to secretary, Mechanical Division, Association of American Railroads, with headquarters at Chicago, was reported in the *Railway Age* of December 31, 1949, was born on April 27, 1898, at Sturgeon Bay, Wis. Mr. Peronto graduated from high school in 1917 and the following year attended Lawrence College, Appleton, Wis., entering military service in World

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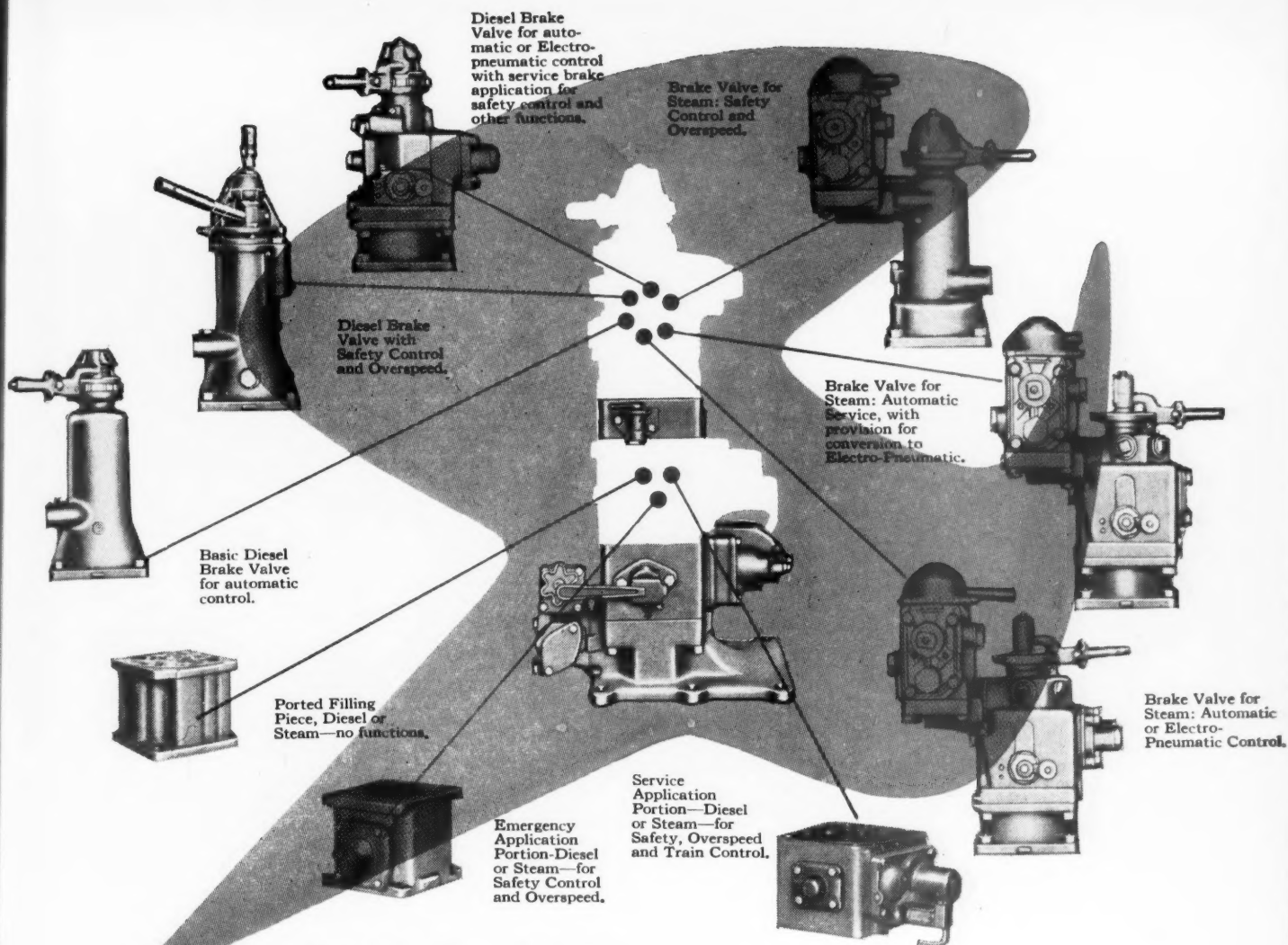
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War I before the expiration of the school term. He began his railroad career in May, 1920, as a car repairer on the Chicago & North Western at Manitowoc, Wis., and served successively as car inspector and interchange inspector until 1928, when he was transferred to



Fred Peronto

Proviso, Ill., yards as assistant foreman. Mr. Peronto was promoted to traveling A. A. R. inspector in 1936, and transferred to Fremont, Neb., as general car foreman in 1939. In 1940 he was transferred in the same capacity to Belle Plaine, Iowa. After representing the North Western as equipment inspector at various car building plants in 1941, in January, 1942, he entered the service of the A. A. R. as assistant to secretary, Mechanical Division. He was advanced to assistant secretary of that division in August, 1947, which position he held until his new promotion.

J. W. Tragnitz, assistant master mechanic of the Illinois Central's Markham shops, Hazel Crest, Ill., has been promoted to master mechanic at Vicksburg, Miss., succeeding J. H. Burger, assigned to other duties at his own request.

Charles G. Potter, erecting shop foreman for the Missouri-Kansas-Texas Lines, at Denison, Tex., has been promoted to mechanical engineer, with headquarters at Parson, Kan., succeeding John Holden, who has resigned. Mr. Potter was born on June 1, 1917, at Pine Bluff, Ark., where he was graduated from the public schools. Subsequently, he attended Arkansas State College and the University of Texas, receiving the degree of B.S. in M.E. from the latter institution in 1941. His railroad service began with the St. Louis Southwestern in 1942 at Pine Bluff, as a special apprentice. In 1944 Mr. Potter entered the Transportation Corps of the United States Army as a private, subsequently serving in the European theater as a mechanical engineer with the 734th Railway Operating Battalion. He was discharged in 1946 as a captain. In 1947 he entered Katy service as a car draftsman at Parsons, being promoted to erect-

ing shop foreman at Denison in July, 1949.

P. O. Likens, superintendent shops of the Clinchfield, has been appointed superintendent of machinery, with headquarters as before at Erwin, Tenn., succeeding Thomas G. McFall, who retired on January 1, after more than 32 years of service with this company. Born on May 12, 1877, in Bedford County, Va., Mr. McFall was educated in the public schools of Roanoke, Va. He entered railroad service in 1895 with the Norfolk & Western and served in various capacities with the N. & W. until 1901, except for duty in the United States Army during the Spanish-American War. Subsequently, he served with the Atchison, Topeka & Santa Fe as machinist, and in 1903 he joined the Texas & Pacific in that capacity. Following service on the Missouri Pacific, the Illinois Central and the Chesapeake & Ohio as a machinist, he became roundhouse foreman for the N. & W. in 1905. He was appointed general foreman of the Carolina, Clinchfield & Ohio (predecessor of the Clinchfield) in October, 1917, at Erwin, being named superintendent of shops in September, 1945. Mr. McFall was promoted to superintendent of machinery in January, 1947.

PURCHASES and STORES

C. E. Swanson, assistant general storekeeper of the Chicago, Burlington & Quincy, at Chicago, has been promoted to general storekeeper at that point, succeeding the late G. A. Goerner, whose death was reported in the *Railway Age* of December 19. R. A. Schuff, traveling storekeeper, with headquarters at Chicago, has succeeded Mr. Swanson.

E. R. Brinton, general storekeeper of the Chicago Great Western, at Oelwein, Iowa, has been appointed purchasing agent at Chicago. He is succeeded by M. J. Kamper.

George P. Butcher, assistant general storekeeper of the Norfolk & Western, has been appointed general storekeeper, with headquarters as before at Roanoke, Va., succeeding J. W. Wade, who retired on January 1, after 30 years in that position. A. D. Stewart, chief clerk to the general storekeeper, has been appointed assistant general storekeeper.

Mr. Wade, a native of Bedford county, Va., joined the N. & W. in December, 1894, as a messenger in the Roanoke shops and was appointed machinist apprentice in March, 1900, becoming machinist in September, 1904, and gang foreman in December, 1910. He was appointed supervisor of materials in April, 1916, and became general storekeeper on December 1, 1919.

Mr. Butcher was born at Hampden Sidney, Va., and entered the service of the N. & W. as a clerk in the Roanoke shops in September, 1907. Two years later he transferred to the supply depart-

ment and was promoted to assistant storekeeper in December, 1919, advancing to general foreman of stores in August, 1927, and to assistant general storekeeper in June, 1940.

Mr. Stewart began his service with the N. & W. as a mason helper on the Scioto division in April, 1904, and later became a derrick man. He resigned in October, 1905, to teach school, but returned in February, 1912, as a clerk in the supply department at Portsmouth, Ohio. Mr. Stewart was promoted to



George P. Butcher

storekeeper at Williamson, W. Va., in June, 1921, transferring to Bluefield, W. Va., in May, 1923, and to Portsmouth in August, 1926. He went to Roanoke as chief clerk to the general storekeeper in November, 1933.

ENGINEERING & SIGNALING

F. O. Crosgrave has been appointed valuation engineer for the Western Pacific at San Francisco, Cal., succeeding Richard I. Gloster, who has retired after 28 years of service with the W. P. and its subsidiaries.

Eugene T. Fitzgerald, assistant division engineer of the Southern, has been promoted to division engineer, with headquarters as before at Atlanta, Ga.

Phillip R. Eastes, assistant bridge engineer of the Louisville & Nashville, with headquarters at Louisville, Ky., has been appointed assistant bridge inspector at that point, succeeding J. M. Salmon, Jr., appointed chief engineer of the Clinchfield at Erwin, Tenn., as reported in the *Railway Age* of January 7. Appointed to succeed Mr. Eastes is Lawrence E. Best, assistant engineer at Louisville, who has been replaced in turn by R. W. Pember, assistant engineer, Evansville division, at Evansville, Ind. John H. Upham, draftsman at Louisville, succeeds Mr. Pember.

J. I. Kirsch, engineer tests (signaling) of the Pennsylvania at Philadelphia, Pa., has been appointed superintendent of telegraph and signals.

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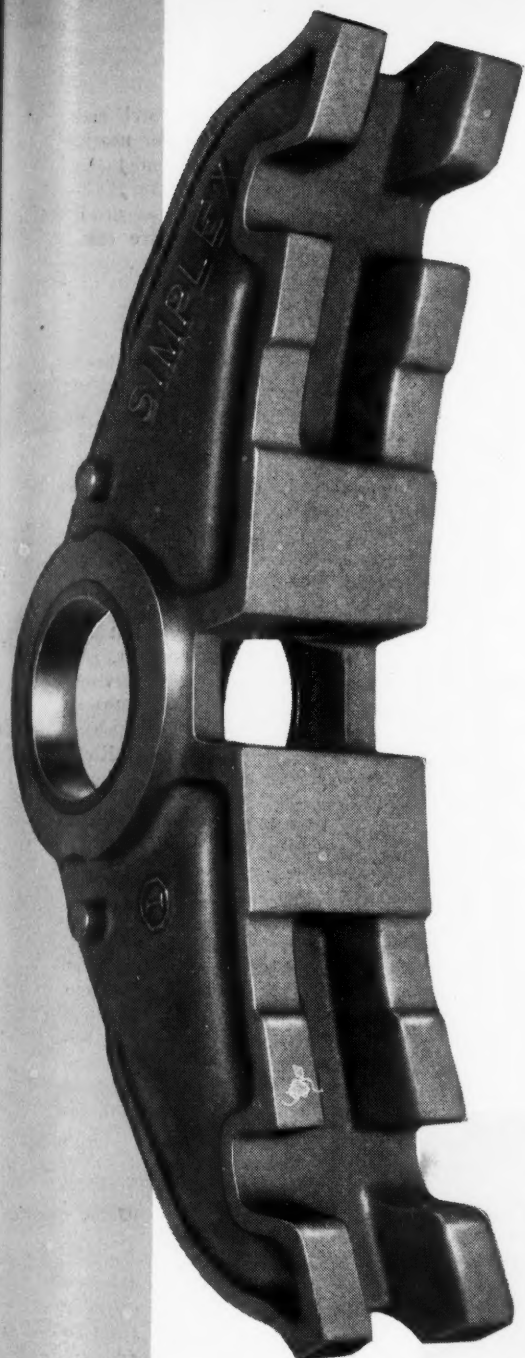
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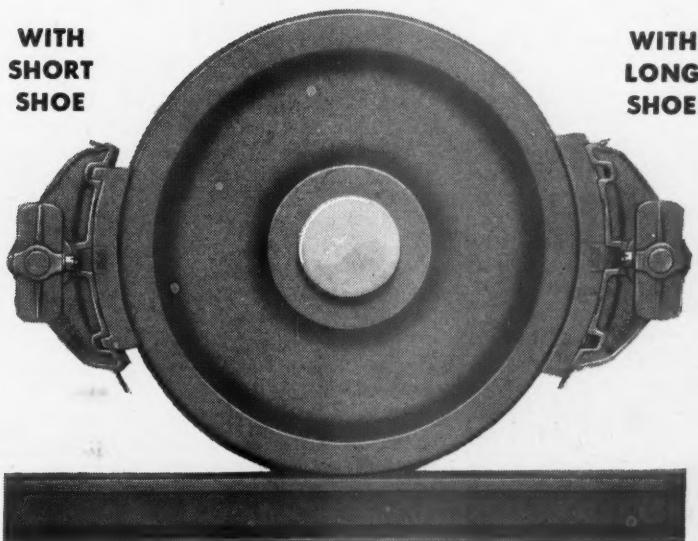
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John Ayer, Jr., whose promotion to assistant chief engineer of the Denver & Rio Grande Western at Denver, Colo., was reported in the *Railway Age* of November 12, 1949, was born on October 6, 1912, at Newton, Mass. Upon graduation from the Massachusetts Institute of Technology in electrical engineering, Mr. Ayer entered railroad service with the Pennsylvania in August, 1936, as a signal apprentice at Chicago. He was furloughed in June, 1938, on account of force reduction, and the following Octo-



John Ayer, Jr.

ber joined the Rio Grande as signal draftsman at Denver, being appointed signal inspector at that point in 1939. From August, 1942, to October, 1945, he served as signal supervisor successively at Glenwood Springs, Colo., Grand Junction and Provo, Utah. Mr. Ayer was then advanced to assistant signal engineer at Denver, and in January, 1947, to assistant engineer of capital expenditures at that point. He was serving in the latter capacity at the time of his promotion.

Charles Thomas Jackson, whose promotion to chief engineer of the Chicago, Milwaukee, St. Paul & Pacific at Chicago, effective January 1, 1950, was reported in the *Railway Age* of December 24, was born at Miami, Mo., on July 13, 1881. He received his higher education at the University of Missouri, from which he was graduated in civil engineering in 1903. Upon graduation he entered the service of the Milwaukee, his experience covering location, construction and maintenance work. Prior to his promotion to chief engineer, he had served as locating engineer, resident engineer, district engineer, assistant engineer maintenance of way, assistant to chief engineer and assistant chief engineer.

SPECIAL

Charles M. Bowling, superintendent of safety and fire prevention of the Louisville & Nashville at Louisville, Ky., has retired, at his own request, after more than 50 years of railroad service. The position of superintendent of safety has been abolished and the department has been placed under the jurisdiction of T.

D. Williams, who, as assistant superintendent of transportation, has supervision over prevention of loss and damage to freight, injuries to persons and damage to property. A native of Longdale Furnace, Va., Mr. Bowling attended Clifton Forge (Va.) Seminary, and began his career as a train crew caller with the Chesapeake & Ohio. In November, 1901, he joined the L. & N. as a yard fireman at Covington, Ky., and in 1905 was promoted to locomotive engineer. He was appointed assistant trainmaster of the Cincinnati division in 1922, and seven years later became inspector of safety, which post he held successively at Birmingham, Ala., Corbin, Ky., and Paris. Mr. Bowling had been superintendent of safety and fire prevention since March, 1942.

The Pacific Electric has announced establishment of a public relations department, and appointment of **James G. Shea** as director of public relations, with headquarters at 817 Pacific Electric building, Los Angeles, Cal. Mr. Shea, who was born and educated in Los Angeles, comes to his new appointment from San Diego and Palm Springs where he was engaged in public relations and civic work.

Frank Fahland, mechanical engineer in the motive power and machinery department of the Union Pacific at Omaha, Neb., has been appointed research and standards engineer, to succeed **Dr. William M. Barr**, research and standards consultant, whose retirement was reported in the *Railway Age* of December 31, 1949. Dr. Barr has been prominent in the improvement of water supplies for locomotives and the development of alloy-steel forgings for railroad service, including work on high-speed light-weight trains. Born at West Union, Iowa, August 26, 1878, he obtained his B. S. degree from the University of Iowa, an M. A. degree from Grinnell College, and his Ph. D. degree from the University of Pennsylvania. From 1902 to 1905 he served as instructor in chemistry at Grinnell and as chemist for the Water Resources Branch, United States Geological Survey, subsequently going to the University of Pennsylvania as an assistant instructor and graduate student in chemistry. He returned to the Geological Survey as a chemist in 1906, and in 1907 became a manufacturing chemist for Mallinckrodt Chemical Works at St. Louis, Mo. A Harrison Fellow in chemistry at the University of Pennsylvania in 1907 and 1908, Dr. Barr later served successively as research chemist, Mallinckrodt Chemical Works; associate professor of metallurgy and engineering and of chemistry, Iowa State College, Ames, Iowa, and superintendent, Andrews Chemical Works, Davenport, Iowa. He rejoined Mallinckrodt in 1912 in manufacturing research, becoming manager, Eastern works, in 1913. In May, 1916, he entered U. P. service as a consulting chemist and subsequently served as chief chemist and metallurgical

engineer. He was appointed research and standards consultant in 1944. For nearly 30 years Dr. Barr has represented the U. P. in the American Society for Testing Materials, and has served as president, vice-president and executive committee member of the society.

OBITUARY

Robert F. Logan, chief engineer, maintenance of ways and structures, of the Southern at Knoxville, Tenn., who died on December 7, 1949, was born at Yadkinville, N. C., on March 13, 1904, and received his A. B. degree in 1923 and his B. S. in C. E. in 1927 from the University of North Carolina. Mr. Logan entered railroad service with the Southern on November 1, 1925, as student engineer at Danville, Va., and subsequently served as rodman, student apprentice, assistant track supervisor, acting track supervisor, track supervisor, assistant trainmaster and trainmaster at various points. On May 10, 1941, he was promoted to superintendent at Richmond, Va., transferring to Hattiesburg, Miss., on March 15, 1943, and to Atlanta, Ga., on June 1, 1945. Mr. Logan became chief engineer, maintenance of way and structures, of the Southern's Central lines at Knoxville on December 1, 1947.

J. A. Fitzgerald, late general freight agent of the Gulf, Colorado & Santa Fe at Galveston, Tex., whose death was reported in the *Railway Age* of December 31, 1949, was born at Palestine, Tex., in 1888. Mr. Fitzgerald entered railroad service in 1907 as a clerk on the Southern Pacific at Houston, Tex. In 1912 he became chief clerk to commercial agent for the G. C. & S. F. at Houston, and in 1913 he was appointed traveling freight agent. Following service with the United States Army during 1917 and 1918, Mr. Fitzgerald resumed his former position as traveling freight agent. He was made general agent at New Orleans, La., in 1927, and advanced to division freight agent at Dallas, Tex., in 1935. Three years later he was transferred to Kansas City, Mo., and in January, 1940, was advanced to assistant general freight agent at that point. In May of that year he went to New York as general eastern freight agent, becoming general freight agent at Galveston in July, 1941.

Oscar Julian Meisner, Jr., superintendent transportation of the Savannah & Atlanta, at Savannah, Ga., was fatally injured during the clearing of a derailment at Pt. Wentworth, Ga., on December 30. Mr. Meisner was born at Tampa, Fla., on August 24, 1899, and, after two years service in World War I, was for a short time with the Central of Georgia. He joined the S.&A. in 1920 as valuation clerk in the auditor's office, later becoming valuation accountant. In 1934 he was transferred to the transportation department, and in 1941 became superintendent transportation.